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# JAPANESE

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**MAZDA BODY, NISSAN HEART**  
MX-5 PACKS CA18DET CONVERSION

**WEAPON OF TRACK DESTRUCTION**  
700BHP SPRINT-TUNED MITSUBISHI EVO

**FN2 TYPE R IS UP FOR THE CUP**  
INSIDE TEGIWA'S CIVIC CUP RACER





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# Blame it on the boredom...



**T**he late, crotch-grabbing crooner Michael Jackson would have you believe that you should avoid attributing blame to sunshine, moonlight and a good time, instead laying it all on the boogie. However, I disagree. You see, when it comes to modifying cars, one of the major motivators that drives us is basically boredom. From the boredom of owning a car that looks like everyone else's, to the boredom derived from being overly used to the sensation of the engine's power delivery. And it's that boredom that urges us to do something about it, whether that be to add a set of unique rims or some outlandish aero, or up the boost on a new dustbin-sized turbo. It's like scratching an itch. It satisfies us for a period. Unfortunately that itch almost always comes back, but then it's also what makes tuning so exciting in that, as long as people keep getting bored, their cars will continue to evolve and improve, which can only be a good thing.

Take David Coleman's AE86 Corolla on page 18 for example. When he first acquired it, it was a very respectable, factory fresh example that he planned on keeping that way... until he got bored, that is. He must have been really bored by all accounts as he decided to add his own custom wide arches and a 4.0-litre V8 engine from a Lexus LS400. It's a bonkers build and, by all accounts, it's probably not the end of the equation either, as David is well known for tinkering when boredom strikes and it'll likely not stay in this spec for very long.

Another car that proves its owner is not one to suffer boredom lightly is the MX-5 of Jamie Underwood on page 48. When Jamie's MX-5's engine blew, he thought that going down the tried and tested route of an engine rebuild would be too boring, so he sourced a Nissan CA18DET engine from an S13 and set about sorting the transplant. The swap itself was far from easy, but the result is anything but boring, with over 300bhp on tap and the ability to spit flames out of the bonnet! But the desire to quash boredom doesn't always result in a selfishly personal outcome, as sometimes one man's banishment of boredom can benefit much more than just himself.

An example of this appeal to the greater good is Luke Sedzikowski of Tegiwa Imports. His antedote to twiddling his thumbs is to take to the track as a contender in the competitive Civic Cup and, by developing a new car for each season, he not only beats his own boredom, but also develops a host of new tuning parts that can benefit his ever growing client base. This year it's an FN2 Civic Type R that's doing the business for Luke and, as the season progresses, the more new parts will be available to the masses to help turn their inactivity into petrol-fuelled action.

So the next time you feel bored, don't just turn on the TV, do something more constructive about it. You never know, maybe it'll be your car that's blowing away someone else's boredom as they read about it in this very magazine!

**DAN SHERWOOD**





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**48**



## FEATURES

### 18 IDLE HANDS ARE THE DEVIL'S PLAYTHING ON THE COVER

One man gets bored and an AE86 Corolla gets a 4.0-litre V8 engine swap

### 27 THE FAST SHOW 2015

All the action as Santa Pod opens its gates to a packed Fast Show crowd

### 32 SIBLING RIVALRY

Skyline R34 GT-T gets GT-R power and looks with air ride and rear-wheel drive

### 40 HIGH CALIBRE ON THE COVER

700bhp Evo VI is the car to beat in the MLR sprint series, and we can see why

### 48 MONSTER MASH

Mini but mighty Mazda MX-5 turns into a monster after Nissan S13 engine swap

### 56 R IS FOR RACING ON THE COVER

Tegiwa Imports take to the track in their FN2 Type R Civic Cup racer

### 64 THE AMERICAN DREAM ON THE COVER

Supercharged, Rocket Bunny-kitted Scion is the realisation of a dream

### 71 DRIFT MEETS DRAG

Everything you need to know about the Fueltopia Barrel Sprint Series

### 75 BEAT IT ON A BUDGET ON THE COVER

Three ways to beat a Mitsubishi Evo X's 0-100mph-0 time for less...



# SUBSCRIBE

See page 82 for great money-saving deals or visit:  
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# JAP SPEED

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## EXHAUSTS AND MANIFOLDS



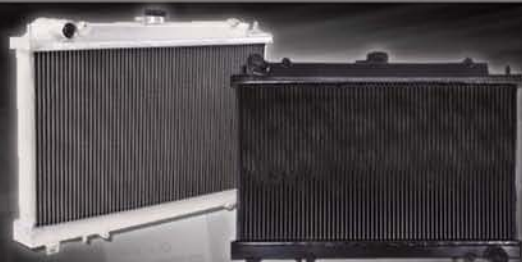
Exhausts contribute to your overall performance and they can make or break your cars appearance. Our performance exhausts are not only styled to make your car stand out, they are also a larger diameter than standard systems to significantly improve your car's breathing capabilities and improve horsepower by offering optimal flow.

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# 12



## REGULARS

### 12 NEWS

New Civic Type R smashes the FWD Nürburgring record to smithereens; JP's favourite Ring Raiders; dates for your diary; Modified Live and BHP Performance Show previews; 5 mins with... Pete Jarvis; gamers get to drive virtual fourth gen Mazda MX-5; new Pulsar hits the showrooms; new Civic Type R BTCC racer; glow in the dark Nissan Leaf!

### 83 JAPSTUFF

Pfizer sequential Subaru gearkit; Rimblades alloy wheel protectors; Carbon Goodies R35 centre console; Elite Racing H-pattern gearkits for Honda engines; Momo gearknobs; Roose Motorsport hose kits; Subaru seat covers

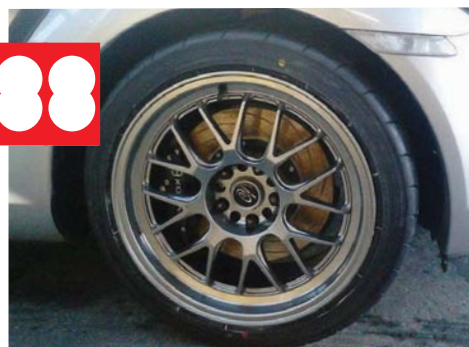
### 88 THE GARAGE

Project Rotary gets a shiny new set of shoes and some road legal semi-slick rubber to wrap them in; Project STi gets the boring stuff out of the way with an oil change and service inspection before the modifying flood gates burst open; Project WRX gets some phat new steelies and sexy track rubber to fill its swollen arches; Project Wagon continues its comeback

# 83



# 88



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## 7:50.63!

NEW HONDA CIVIC  
TYPE-R RAISES THE  
NÜRBURGRING FWD  
BENCHMARK



Four seconds. It might not sound like much, but it could be the most valuable four seconds in Honda's history. The difference between the new Type-R living up to its hype or not. That's how much faster Honda claims its new Civic Type-R has lapped the 'Ring, compared to the existing front-wheel drive production car record, with a lap time of 7 minutes and 50.63 seconds.

It's a blistering, stupidly quick time and one that many so-called performance and sportscars will struggle to get anywhere near. The previous record was set last year by the RenaultSport Megane Trophy-R. If you aren't familiar with the

ridiculous spec of the 2.0-litre turbocharged Trophy-R, let us enlighten you: No rear seats, no air con, no radio, no noise insulation, titanium Akrapovic exhaust, adjustable Öhlins dampers and Michelin Pilot Sport Cup tyres. It's essentially a manufacturer-built track car. And £36,000 for the privilege. Honda has confirmed the Type-R will be available from just under £30k.

The Nordschleife is the place where car manufacturers from around the world prove their pace. The new Civic Type-R has just gone faster than any other FWD production car, even before it's officially ready. That makes us excited. Very, very excited.

The achievement isn't without controversy, however. 'Ring lap times have always required a certain amount of trust. They're so important to the image of a car that could make a company millions, that they're usually carried out in secret. So can we be sure of the exact spec of the 7m 50s Type-R? Was it the full weight of the production model? Have the same power? Same brakes and tyres?

In short, yes. If Honda are to be believed, and there's no reason for us to think otherwise. According to Honda the 'development car' featured a standard state of engine tune, with suspension, drivetrain, exhaust, brakes and the aerodynamic package identical to those of the production Civic Type-R. Also, the tyres on the car were 235/35/19, and a special tyre currently being developed in conjunction with a European tyre manufacturer especially for the new Civic Type-R. In other words, the 'proper' tyres. Woo hoo!

There is one small caveat though: 'The removal of the equipment such as air

conditioning, the front passenger seat and audio equipment offset the additional weight of a full rollcage (installed specifically for safety reasons and not to add rigidity).' This is a grey area with these manufacturer laps, and a necessary evil to protect the test drivers. Having said all that, look at the spec of the Trophy-R. That's about as excessive as hot hatchbacks get. The Civic was four seconds faster, and it's not even the final version.

In fact, the extreme spec of the Trophy-R and the Type-R's almost unbelievable pace do have us wondering if we'll see a Type-RR? Similar to the JDM-only FD2. That would make sense, after all it would allow Honda to compete on the same playing field as the stripped-out specials, while the Type-R remains a more practical and luxurious option that can still melt your face when required. We'll have to wait and see. One thing is clear, however: the new Civic Type-R is set to be one of those rare performance cars that really is going to be worth the wait!





## THE CIVIC TYPE-R'S RIVALS

### SEAT LEON SC CUPRA 280 WITH 'ULTIMATE SUB8 PERFORMANCE PACK'

UNDERCUTTING THE TROPHY-R BY UP TO £7,000 THE NEW 'ULTIMATE SUB8' PERFORMANCE PACK IS CLEARLY SEAT'S RESPONSE TO THE NEW FIRE-POWER IN THE FWD SPEED WAR. THE HIGHLIGHTS OF THE SPEC ARE LARGER BREMBO BRAKES AND MICHELIN SPORT CUP 2 TYRES, SO SEAT APPEARS TO HAVE TAKEN A marginally MORE ROAD-FOCUSED APPROACH, DECIDING AGAINST RIPPING OUT SOUND DEADENING, ETC. THE LEON CUPRA'S HALLMARK IS ITS RANGE OF ADJUSTABLE PERFORMANCE ELECTRONICS. FROM ITS DCC (DYNAMIC CHASSIS CONTROL) TO THE CUPRA DRIVER PROFILE, ALL MANNER OF BITS CAN BE TWEAKED INCLUDING THE SUSPENSION, THROTTLE SENSITIVITY, GEARBOX RESPONSE AND EVEN THE SOUND OF THE ENGINE NOTE. TIME WILL TELL IF THE NEW 'SUB8' PACK WILL LOWER THE SC CUPRA 280'S LAP TIME OF 7MIN 58.4S, SET LAST YEAR

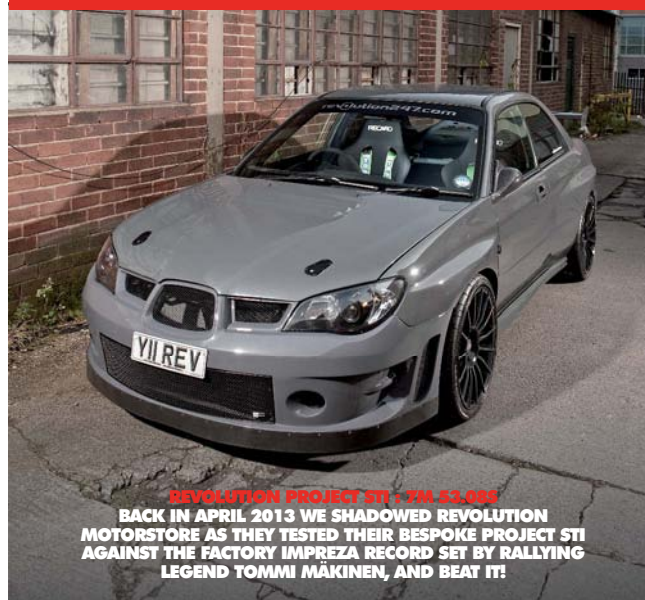


### RENAULTSPORT MEGANE RS 275 TROPHY-R

THE MEGANE WITH THE LONGEST NAME IN CAR HISTORY SET THE PREVIOUS PRODUCTION FWD NÜRBURGRING LAP RECORD LAST SUMMER, WITH A 7MIN 54S LAR THE HEAVILY-COMPROMISED TROPHY-R IS A DEDICATED TRACK SPECIAL WITH A STRIPPED-OUT INTERIOR, STICKY TRACK TYRES AND A 271BHP 266LB FT 2.0-LITRE TURBOCHARGED ENGINE. THE RS 275 TROPHY-R IS SO TRACK-FOCUSED EVEN THE REAR WIPER AND MOTOR ARE REMOVED TO SAVE A SINGLE KILOGRAM. HARDWARE STUFF AND STILL SLOWER THAN A TYPE-R. HOW WILL RENAULTSPORT REACT TO THEIR HALO CAR BEING BEATEN?



## THREE OTHER IMPORTANT NORDSCHLEIFE LAPS



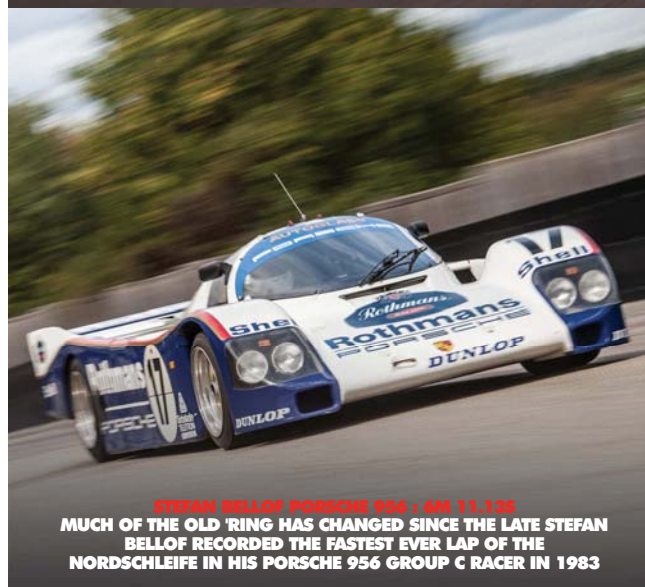
**REVOLUTION PROJECT STI : 7M 52.68S**

BACK IN APRIL 2013 WE SHADOWED REVOLUTION MOTORSTORE AS THEY TESTED THEIR BESPOKE PROJECT STI AGAINST THE FACTORY IMPREZA RECORD SET BY RALLYING LEGEND TOMMI MÄKINEN, AND BEAT IT!



**R35 GT-R NISMO LAP : 7M 8.69S**

SLAPPING THE FACES OF THE SUPERCAR ESTABLISHMENT, MICHAEL KRUMM RECORDED THIS ASTONISHING LAP IN THE 'TRACK PACK' GT-R NISMO IN SEPTEMBER 2013 ON DUNLOP SP SPORT MAXX RUN-FLAT TYRES!



**STEFAN BELLOF PORSCHE 956 : 5M 11.13S**

MUCH OF THE OLD 'RING HAS CHANGED SINCE THE LATE STEFAN BELLOF RECORDED THE FASTEST EVER LAP OF THE NORDSCHLEIFE IN HIS PORSCHE 956 GROUP C RACER IN 1983



## EVENT PREVIEW

**SATURDAY 25TH APRIL**  
**MODIFIED LIVE**  
**CADWELL PARK**  
**WWW.MODIFIEDLIVE.CO.UK**

Billed as the ultimate car club event, Modified Live kicks off the show season in style. Clubs from all around the country will descend on Cadwell Park, and the track will be alive with a full day of track action including Round 1 of the UK Time Attack Championship. What sets Modified Live apart from other car shows is the inter-club competitions that stretch from 'It's a Knock Out' physical tests to trophies for the biggest and best club displays. Check the website for more info because there's far too much to squeeze in here.



## EVENT PREVIEW

**MONDAY 4TH MAY**  
**BHP PERFORMANCE SHOW**  
**LYDDEN HILL**  
**WWW.BHPPERFORMANCE**  
**SHOW.COM**

Often called 'the UK's Gatebil', the BHP Performance Show hosts some of the wildest street-tuned and race machinery in existence. The L-shaped track will be on fire all day long, with public track sessions interrupted by specially-organised demos from a wide variety of racecars and highly-tuned road cars. There will be plenty of drifting, too, engulfing Lydden's natural amphitheatre in tyre smoke. If you're definitely more into 'go' than 'show', then this is one event you simply can't miss.



## DATES FOR YOUR DIARY

A LIST OF WHAT'S GOING ON OVER THE NEXT COUPLE OF MONTHS..

### APRIL

15TH - SUMMER WEDNESDAYS  
 TRACK EVENING, SNETTERTON  
 300, WWW.MSVTRACKDAYS.COM  
 15TH - DRIFT WHAT YA BRUNG,  
 SANTA POD, WWW.DWYB.CO.UK  
 17TH - DRIFTING, OULTON PARK,  
 WWW.MSVTRACKDAYS.COM  
 18TH - RUN WHAT YA BRUNG,  
 SANTA POD, WWW.RWYB.COM  
 18TH - TRACKDAY, BEDFORD  
 AUTODROME GT,  
 WWW.MSVTRACKDAYS.COM  
 18TH - TRACKDAY, BLYTON PARK,  
 WWW.JAVELINTRACKDAYS.CO.UK  
 18TH - TRACKDAY, ANGLESEY GP,  
 WWW.JAVELINTRACKDAYS.CO.UK  
 19TH - TRACKDAY, ANGLESEY  
 COASTAL,  
 WWW.JAVELINTRACKDAYS.CO.UK  
 20TH - NOVICE ONLY TRACKDAY,  
 CADWELL PARK,  
 WWW.MSVTRACKDAYS.COM  
 20TH - TRACKDAY, DONINGTON  
 PARK NATIONAL,  
 WWW.JAVELINTRACKDAYS.CO.UK  
 21ST - TRACKDAY, SNETTERTON  
 300, WWW.OPENTRACK.CO.UK  
 21ST - TRACKDAY, OULTON PARK,  
 WWW.JAVELINTRACKDAYS.CO.UK  
 23RD - TRACKDAY, CROFT,  
 WWW.JAVELINTRACKDAYS.CO.UK  
 23RD - TRACKDAY, MALLORY

PARK,  
 WWW.JAVELINTRACKDAYS.CO.UK  
 24TH - TRACKDAY, CADWELL PARK,  
 WWW.MSVTRACKDAYS.COM  
 24TH - TRACKDAY, DONINGTON  
 PARK, WWW.MSVTRACKDAYS.COM  
 24TH - TRACK EVENING, CADWELL  
 PARK, WWW.MSVTRACKDAYS.COM  
 25TH - MODIFIED LIVE, CADWELL  
 PARK, WWW.MODIFIEDLIVE.CO.UK  
 26TH - DRIFT PRACTICE DAY  
 INCLUDING DRIFT TAXIS,  
 DRIFTLAND,  
 WWW.DRIFTLANDUK.COM  
 26TH - TRACKDAY, CADWELL PARK,  
 WWW.JAVELINTRACKDAYS.CO.UK  
 26TH - JAVELIN SPRINTDAYS  
 TROPHY, BLYTON PARK,  
 WWW.JAVELINTRACKDAYS.CO.UK  
 26TH - TOYOTA SPRINT SERIES  
 RD.2, BLYTON PARK,  
 WWW.TOYOTASPRINT.COM  
 27TH - TRACKDAY, CASTLE COMBE,  
 WWW.JAVELINTRACKDAYS.CO.UK  
 28TH - TRACKDAY, BRANDS HATCH,  
 WWW.OPENTRACK.CO.UK  
 29TH - DRIFT WHAT YA BRUNG,  
 SANTA POD, WWW.DWYB.CO.UK  
 29TH - TRACKDAY WITH BURTON  
 POWER, BRANDS HATCH,  
 WWW.MSVTRACKDAYS.COM  
 29TH - TRACK EVENING, BRANDS  
 HATCH, WWW.MSVTRACKDAYS.COM

29TH - TRACKDAY, CADWELL PARK,  
 WWW.JAVELINTRACKDAYS.CO.UK  
 29TH - TRACKDAY, SNETTERTON  
 300,  
 WWW.JAVELINTRACKDAYS.CO.UK  
 29TH - TRACK EVENING,  
 SNETTERTON,  
 WWW.JAVELINTRACKDAYS.CO.UK

### MAY

1ST - TRACKDAY, ANGLESEY GP &  
 COASTAL,  
 WWW.JAVELINTRACKDAYS.CO.UK  
 2ND - SATURDAY NIGHT SPECIAL  
 (RWYB), SANTA POD,  
 WWW.RWYB.COM  
 2ND - TRACKDAY, BEDFORD  
 AUTODROME SEN,  
 WWW.MSVTRACKDAYS.COM  
 3RD - RUN WHAT YA BRUNG,  
 SANTA POD, WWW.RWYB.COM  
 4TH - BHP PERFORMANCE SHOW,  
 LYDDEN HILL,  
 WWW.BHPPERFORMANCESHOW.CO  
 M  
 4TH - TRACKDAY, BLYTON PARK,  
 WWW.JAVELINTRACKDAYS.CO.UK  
 5TH - TRACKDAY, BEDFORD  
 AUTODROME GT,  
 WWW.JAVELINTRACKDAYS.CO.UK  
 5TH - TRACK EVENING,  
 DONINGTON PARK,  
 WWW.JAVELINTRACKDAYS.CO.UK

6TH - SUMMER WEDNESDAYS  
 TRACK EVENING, BRANDS HATCH,  
 WWW.MSVTRACKDAYS.COM  
 6TH - TRACKDAY, SNETTERTON  
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 SNETTERTON 300,  
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 WWW.MSVTRACKDAYS.COM  
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 SANTA POD, WWW.DWYB.CO.UK  
 13TH - TRACKDAY, CADWELL PARK,  
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 HATCH, WWW.MSVTRACKDAYS.COM  
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 COASTAL,  
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 14TH - TRACK EVENING,  
 SNETTERTON 300,  
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 15TH - DRIFTING, OULTON PARK,  
 WWW.MSVTRACKDAYS.COM



## HONDA TO RACE NEW CIVIC TYPE-R IN THE BTCC!

There's so much buzz around the new Civic Type-R it's difficult not to pack the whole mag with Type-R news! We felt you'd want to know about this, though. Honda has decided the new CTR is just too fast not to race. So they're entering it in the British Touring Car Championship. Based on the production version of the car that will hit showrooms around July, the BTCC CTR will make 350bhp and 400lb ft torque. The racecars will be built from road cars, sourced direct from the Honda UK factory in Swindon. Compared to last year's Tourer, the new BTCC CTR has increased down-force, less drag and 'more effective air flow management'. The cars will be campaigned once again by Yuasa Racing, with Gordon Shedden and Matt Neal behind the wheel.



## NEW MAZDA MX-5 MAKES VIRTUAL DEBUT IN FORZA HORIZON 2

Xbox One owners are being given the first opportunity to drive the all-new Mazda MX-5, albeit a virtual version in the game Forza Horizon 2. The brand new model, the fourth generation of the famous two-seater roadster, is available to download for free right now. It's included in a free-to-download Mazda pack that includes the 1990 original Mk1. A lot has changed since the lightweight original was launched with just a 1.6-litre engine that only made a touch over 100bhp, but the MX-5's focus on handling and fun remains, even with a much larger 2.0-litre 160bhp engine under the bonnet. Production of the new car has already started ahead of the car going on sale in the summer. If it tickles your pickle, Mazda are taking pre-orders now.

Point the QR code reader on your mobile device here to watch an overview of the free Forza Horizon 2 Mazda Pack.



## THE FLYIN' SCOTSMAN BUYS MOST SUCCESSFUL CAR IN UK TIME ATTACK HISTORY

Last year, Andrew 'The Flyin' Scotsman' Barbour won the UK Time Attack Club Pro title. This is the class for the fastest cars running on semi-slick tyres, before the jump to slicks in Pro and Club Pro.

It was the end of a three-year fight to win the crown, and now that he has it he wants a new challenge and has bought the

triple Pro Class winning Evo IX from Phil White to do it in. Andrew adds: 'With the help of Nick at NR Autosport, we're going to make a few changes and head straight for Pro Extreme.

'The car has already won Pro with Gavin Renshaw behind the wheel, so I'd like to see how close I can get to the likes of

Gobstopper II – cars with space-framed front-ends – in a car still running standard subframes, hubs, etc.' It's a monumental task in a car that currently makes just 726bhp and weighs 1250kg – obscene figures on the street – but leaving the black Evo seriously out-gunned compared to most of its Pro Extreme rivals.

We have huge respect for Andrew in taking on such a big challenge, especially when he could easily compete at the front of the Pro or even Club Pro classes with semi-slicks on the car.

Get yourself along to a round of Time Attack this year to find out how he gets on! [www.timeattack.co.uk](http://www.timeattack.co.uk)





## PULSAR GOES ON SALE WITH DIG-T 190 ENGINE

The new Pulsar has gone on sale with the option of a 190bhp 1.6-litre petrol turbo engine. The 'DIG-T 190' is technically from the same engine family as the motor used in Nissan's DeltaWing Le Mans racer. So there should be plenty of scope for tuning it for more power. In factory trim the Pulsar 190 engine produces 240Nm (177lb ft) torque, enough to propel it from zero to 60mph in 7.7 seconds. The new Pulsar is a very different animal to the old one. Time will tell how the tuning industry will react to the new car that appears to be more of a warm-hatch than a hot one. However, we can see it becoming very popular, especially with younger drivers who will find it a bit cheaper to insure, run and hopefully modify than some of the more aggressive hot hatches on the market.



## GLOW-IN-THE-DARK NISSAN LEAF?!

It looks like something out of Tron but these are real photos. First, Nissan covered their popular all-electric Leaf in glow-in-the-dark paint, to highlight how many Leaf owners were charging their cars at home using Solar power. Then they shipped it to the world's first luminous 'Smart Highway' in Oss, in the Netherlands. This 600-metre stretch of the N329 highway has been upgraded with Glowing Lines, that absorb light during the day and glow for eight hours at night. There's even a video on YouTube that we've created a QR code for here. Electric power is all very interesting of course, but we're more interested in the luminous paint. Who's going to be the first to use it to create something wacky? Remember to let us know if you, or someone you know, goes luminous.



## 5 MINUTES WITH... PETE JARVIS COBRA SPORT EXHAUSTS



**Q. HELLO! WHO ARE YOU AND WHAT DO YOU DO?**

**A. HI, MY NAME IS PETE JARVIS AND I AM THE SALES AND MARKETING DIRECTOR AT COBRA SPORT EXHAUSTS. WE ARE A FAMILY-OWNED BUSINESS AND I HELP TO RUN THE COMPANY WITH MY SISTER RACHEL JARVIS, WHO IS THE MANAGING DIRECTOR**

**Q. WHAT PRODUCTS OR SERVICES DOES COBRA SPORT OFFER?**

**A. WE PRODUCE HIGH-QUALITY PERFORMANCE EXHAUST SYSTEMS USING CUTTING-EDGE TECHNOLOGY FOR A WIDE RANGE OF CARS. WE HAVE OVER 40-YEARS EXPERIENCE IN DESIGNING SPORTS EXHAUSTS, AND WE PRIDE OURSELVES ON GIVING THE BEST CUSTOMER SERVICE IN THE INDUSTRY**

**Q. WHAT MATERIAL ARE YOUR EXHAUSTS MADE FROM?**

**A. WE USE T304 GRADE STAINLESS STEEL AND TIG WELDING. THE REASON WE DO THIS IS FOR A SUPERIOR FINISH ON THE EXHAUST, AND ALSO TO ENSURE THE EXHAUST SYSTEM LASTS. INFERIOR MATERIALS OR WELDING TECHNIQUES RESULT IN AN EXHAUST THAT FAILS FAR SOONER THAN YOU'D THINK**

**Q. WHAT ARE THE BIGGEST BENEFITS OF YOUR EXHAUST SYSTEMS?**

**A. IN THE DEVELOPMENT STAGE OUR EXHAUSTS ARE RIGOROUSLY TESTED TO ENSURE THEY GIVE REAL-WORLD POWER GAINS. WE COMPARE THEIR PERFORMANCE IN A CONTROLLED ENVIRONMENT AGAINST THE STANDARD OEM EXHAUSTS TO ENSURE WE ARE OFFERING OUR CUSTOMERS A PERFORMANCE GAIN, AS WELL AS A LONGER-LASTING ALTERNATIVE. EACH EXHAUST IS TUNED TO RELEASE THE BEST SOUND AND POWER FROM THE ENGINE**

**Q. DO YOU MEASURE THE NOISE LEVELS OF YOUR SYSTEMS?**

**A. OF COURSE! THIS IS VERY IMPORTANT TO US. WE CARRY OUT STATIC TESTS, DRIVE-BY TESTS AND MOTORWAY DRONE TESTS ON EVERY EXHAUST WE PRODUCE. WE ALSO DO THE SAME FOR THE STANDARD EXHAUST SYSTEM, SO WE CAN ACCURATELY TELL OUR CUSTOMERS HOW OUR SYSTEMS WILL COMPARE**

**Q. WHEN DID YOU START COBRA SPORT AND HOW DID IT HAPPEN?**

**A. IT ALL STARTED BACK IN 1968 WITH MY FATHER. HE OWNED A CAR ACCESSORIES SHOP AND FOUND THAT MORE THAN 50% OF HIS TURNOVER WAS FROM EXHAUST SALES. IT WAS DIFFERENT BACK THEN, EXHAUST DEPOTS SIMPLY DID NOT EXIST. EVENTUALLY, HE OPENED AN EXHAUST FACTORY IN 1974 AND THE COMPANY AND PRODUCTS HAVE EVOLVED FROM THERE. WE HAVE A MORE IN-DEPTH VERSION OF THE STORY ON OUR WEBSITE FOR ANYONE INTERESTED. WE'RE EXTREMELY PROUD TO BE A BRITISH BRAND THAT MANUFACTURES ALL OUR PRODUCTS RIGHT HERE IN THE UK**

**Q. WHERE IN THE COUNTRY ARE YOU BASED?**

**A. THE HEART OF THE STEEL CITY, SHEFFIELD. IT'S QUITE FITTING, REALLY, AS THIS IS WHERE STAINLESS STEEL WAS INVENTED!**

**Q. WHICH JAPANESE CAR ARE YOU SELLING THE MOST EXHAUSTS FOR CURRENTLY?**

**A. THE TOYOTA GT86 HAS BEEN A HUGE SUCCESS SO FAR, EVEN THOUGH IT IS STILL A FAIRLY NEW CAR. THIS IS PROBABLY BECAUSE PEOPLE WANT TO UNLOCK MORE OF THE SPORTY NATURE OF THE CAR, AND ALSO BECAUSE OF THE EXCELLENT GAINS WE'RE SEEING FROM OUR COBRA SPORT HIGH-FLOW CATS, DE-CATS AND CAT-BACK EXHAUST SYSTEMS**

**Q. WHICH CARS ARE YOU CURRENTLY DEVELOPING SYSTEMS FOR?**

**A. TO BE HONEST, WE'RE INTERESTED IN THE FORTHCOMING NEW MODELS THAT WILL BE RELEASED THROUGHOUT 2015. THERE ARE LOTS OF NEW JAPANESE MODELS READY TO HIT THE MARKET, MANY OF THEM HIGH-PERFORMANCE ONES SO THAT MAKES OUR JOB VERY INTERESTING. WE HAVE A VERY GOOD RANGE OF EXHAUSTS ALREADY, BUT THE R&D TEAM LIKES TO KEEP UP-TO-DATE WITH FRESH NEW MODELS. THERE'S A BUZZ ABOUT THE PLACE WHEN THE TEAM STARTS WORKING ON A NEW MODEL. IT'S EXCITING TO SEE HOW MUCH MORE POWER WE CAN EXTRACT AND THE IMPROVEMENT IN EXHAUST NOTE THAT GOES WITH IT**

**Q. IN GENERAL, HOW DO YOU VIEW THE CURRENT TUNING SCENE?**

**A. SADLY, THE TUNING SCENE APPEARS TO HAVE TAKEN A BATTERING OVER THE PAST FEW YEARS. WE HAVE SEEN MANY GOOD CLIENTS DISAPPEAR, THE RECESSION DID NOBODY ANY FAVOURS. HOWEVER, WE ARE THE STRONGEST WE HAVE EVER BEEN AS A COMPANY AND ARE EXCEEDING ALL OUR MONTHLY TARGETS. WE WILL CONTINUE TO PRODUCE UK-BUILT, HIGH-QUALITY PRODUCTS THAT WE CAN PROVE WORK. THINGS LOOK VERY PROMISING FOR THE FUTURE AND 2015 IS SET TO BE A GREAT YEAR**

**Q. CAN WE FOLLOW COBRA SPORT ON SOCIAL MEDIA?**

**A. YES, WE LIKE TO BE PLUGGED INTO THE SOCIAL MEDIA CHANNELS. WE ARE ALWAYS RELEASING NEW VIDEO SOUND CLIPS ON OUR YOUTUBE CHANNEL. YOU CAN ALSO FIND US ON TWITTER AND FACEBOOK, TOO. IN PARTICULAR, FACEBOOK IS A GOOD WAY TO GET UP-TO-DATE STORIES, INFORMATION AND NEW PRODUCT RELEASES. JUST SEARCH FOR 'COBRA SPORT'.**

**THANKS FOR YOUR TIME PETE, IT'S APPRECIATED**







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WORDS: PAUL HEALY PICS: PADDY MCGRATH

# IDLE HANDS ARE THE DEVIL'S PLAYTHING

WE ALL GET BORED, IT'S INEVITABLE, BUT MOST OF US JUST FIRE UP NETFLIX TO ALLEVIATE IT. DAVID COLEMAN BUILT A DEMONIC V8-AE86...

**I**t's funny how things work at times! After spending years working on cars you find yourself getting a little bit bored and fancying something different. A car catches your eye and, despite protests from friends that you won't like it, you go for a test drive anyway only to fall in love. That is pretty


much what happened to David Coleman. While his BN Sports-kitted, SSR Vienna wearing PS13 was stripped for major surgery, David lost interest in the car and his eyes began wandering. A well-minded Toyota Levin AE86 caught his eye and, despite everyone and his dog telling him that he

would not be a 'Twin-Cam' man' (probably due to his almost unhealthy addiction to boost garnered from the S13 and a certain Nissan Laurel), he fell in love with the little Hachi' and soon had it home.

Even though the car was perfect when I first got it, after a couple of months of driving it I

started getting a bit bored, David explains. Not straight away, you understand. A few months passed between purchase and boredom, but it came anyway, and David resolved to cure this boredom by throwing money at the Levin. Or at least that was the plan, anyway... You see, David is a



A teal Lexus 1UZ-FE is shown from a rear perspective, driving away on a two-lane asphalt road that stretches into the distance. The car is kicking up a large cloud of dust and dirt from the road surface. The surrounding landscape is arid, with dry, yellowish-brown grass and shrubs on either side of the road. The sky is clear and blue. The car's license plate is visible and reads '84-LH 1329'.

**MONSTER MOTOR**  
THE LEXUS 1UZ-FE IS A 4.0-LITRE, QUAD CAM, 32V V8 THAT IS RENOWNED FOR ITS SILKY SMOOTH RESPONSE. IT WAS LAUNCHED IN THE '80S IN THE LS400 SALOON AND WAS SAID TO BE SO SMOOTH THAT YOU COULD SIT A COIN ON ITS EDGE ON THE ENGINE COVER AND IT WOULD STAY STANDING WHEN THE ENGINE WAS REVVED! BUT IT'S NOT JUST LIMO SMOOTH, AS IT'S ALSO A BIT OF AN ANIMAL. THE 1UZ-FE IS ALSO A FIRST COUSIN OF THE MOTOR THAT POWERED THE MR2-BASED SARD MC8-R LE MANS RACER, ALTHOUGH THE MENTAL RACER DID HAVE A PAIR OF TURBOS TO HELP THINGS ALONG. NOT BAD FOR AN ENGINE THAT'S OVER 25-YEARS-OLD!

**'I WANTED SOMETHING  
THAT COULD SPIN UP  
THE 9.5IN WIDE WHEELS  
WITH EASE'**



man of particular tastes and all the parts he wanted for his car were either a nightmare to source or pretty damn expensive when they could be found. Time for Plan B.

That was just over a year ago, but David is obviously a man who bores easily, as we have moved onto Plan Z at this stage. That initial refresh consisted a Jubiride duckbill spoiler, a new OMP deep-dish steering wheel, an HKS cat-back exhaust system, custom cut and flared wings and a full respray in a unique hue of green that has been dubbed 'Gary's Green'. 'It didn't even need to be painted, really,' chuckles David. 'I just did it to change it up a bit, really. The majority of Twin Cams in the country all look the same and there are a lot of red ones, so it's nice to be different. I flicked through about 60 pages of Google images before deciding on this custom colour.'

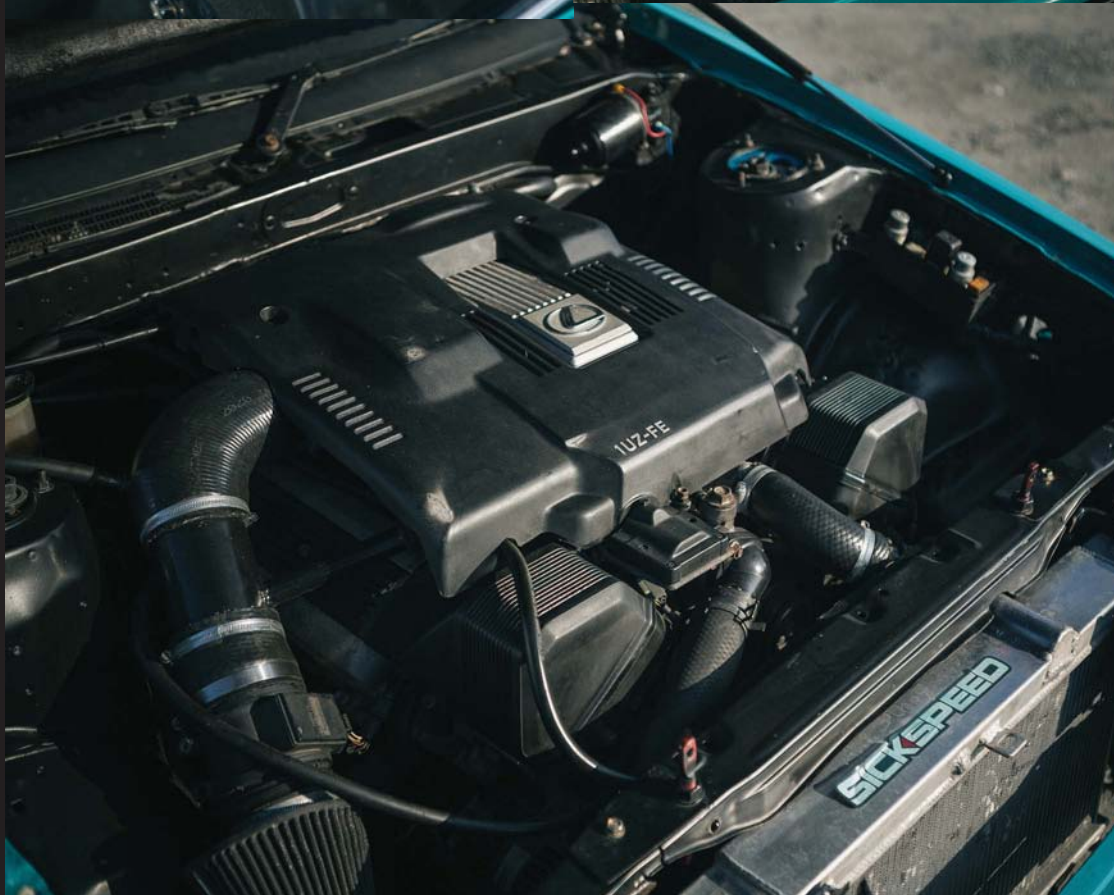
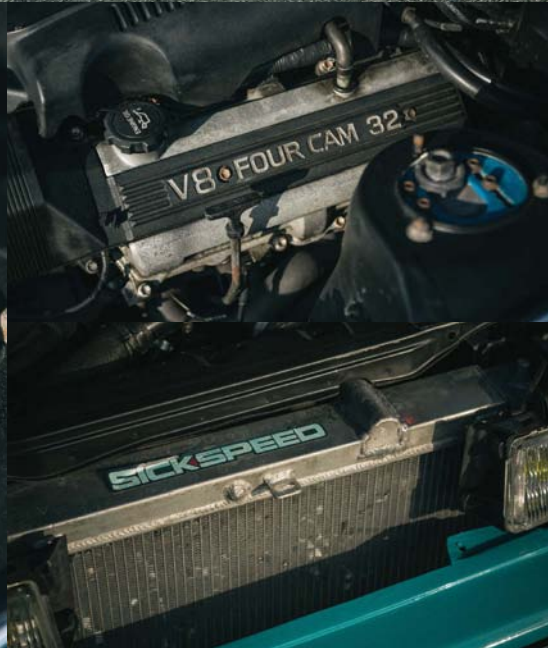
On the wings – which David knows are not to everyone's taste – he says: 'I'm really into the cut wings. I know the gaps aren't perfect, but I just never saw any vented wings I liked. They all looked really cheap and out of proportion or something. Plus I wanted to give it a track car look.'

The other advantage of the cut wings was that it allowed David to get the stance he wanted: 'The front is slammed now,' he says. 'The tyre is well tucked up under the wing and I've been able to have the front spaced out more too.' It's the small things that count!

But the real fun started when the 20v engine from the AE111 that the previous owner had fitted became too mundane.

For many, the standard 4AGE engine is enough for their AE86, such is the tunability, while others will venture as far as the aforementioned 20V Black Top unit. But you can guarantee that the first moment an AE86 'throws a leg', owners are looking for other engines to transplant into it. Everything from Nissan SR20s to Honda F20Cs have found their way under the hood of the lightweight Toyota, with startling success. David's engine is a little different though. For a start it's from the Toyota family yet it also has more than double the displacement and twice as many cylinders as one would expect to find in the little AE86. As David describes: 'I wanted something different that could spin up the nine and a half inch wide wheels with ease!'

The 1UZ-FE is a 4.0-litre, quad-cam, 32v V8 that was first introduced in the Lexus LS400. When that car was launched at the back end of the 1980s there was a story doing the rounds that you







could stand a penny on its edge on the engine cover and it would remain standing while the engine was revved, such was the smoothness of the unit. And the 1UZ is ridiculously smooth even by 2015 standards, but one of the lesser known stories about it is that it is (loosely) based on a race engine. The story goes that the unit is based upon the CART/IRL engine design with six-bolt cross mains and an over-square layout, the latter to give it more power high in the rev range (F1 engines are over square and we all know how stratospheric they rev). In later incarnations the UZ engine would power the likes of the Supra GT500 and Lexus SC 430 GT 500. It was also the powerplant of choice for the MR2-based Sard MC8-R that ran at the 1995 Le Mans 24 Heures, although it also featured a pair of turbochargers to up the power even more. Far from being the engine from an old-man's Lexus, the 1UZ-FE is a thoroughbred. All it needs is to be released...

And that's exactly what David has done by fitting a K&N induction kit, adjustable fuel pressure regulator, custom headers and a custom-built 'shotgun' style exhaust that replaced the previous HKS unit. It doesn't sound like an awful lot of mods when you list them out like that, but these changes turn the Lexus V8 from a docile giant into a snarling beast. I'll let photographer Paddy McGrath describe it:

'First – limiter. Second – smoke, more smoke. Third – gone.'

There is no hanging around in a sub 1,000kg car when it's packing an engine that, at its most basic, offers up 256bhp and 260lb ft of torque. Of course the LS400 originally came with an automatic transmission and that just wouldn't do, so a suitable replacement had to be sorted.

'I originally planned on fitting the gearbox from a Nissan 350Z,' David recalls. 'My brother Robbie found me the 'box, but when we offered it up to the car we found it's too big.'

The six-speed Getrag unit from the twin-turbo MkIV Supra would've been the ideal solution, but is difficult to source, so David opted for the Aisin-built W58 transmission as found in the non-turbo Supra, Lexus SC 300 and Toyota Cressida. While fairly reliable the W58 is not without its limitations and a heavy clutch (or heavy foot) can damage it, so David fitted an ACT paddle clutch and Wilwood clutch pedal kit to keep things in check and allow him to apply an extra bit of pressure to the transmission while testing the limitations of the S13 rear subframe and 4.1 welded diff – not that we condone such



# 'FAR FROM BEING THE ENGINE OF AN OLD MAN'S LEXUS, THE 1UZ-FE IS A THOROUGHbred RACER WAITING TO BE RELEASED'



CUTTING CREW  
DAVID WANTED TO CREATE A ONE-OFF LOOK FOR THE FRONT WINGS AS, AFTER SCOURING THE INTERNET FOR OFF-THE-SHELF ITEMS, HE FOUND EVERYTHING HE SAW TO BE CHEAP-LOOKING AND BORING. 'I DECIDED TO CUT THE STANDARD WINGS UP AND FLARE THEM OUT TO CREATE MY OWN LOOK,' HE SAYS. 'THEY MAY NOT BE PERFECT, BUT THEY GIVE THE CAR A REALLY HARD RACE LOOK AND ALSO ALLOW ME TO FIT THE 8.5IN-WIDE FRONT WHEELS WITH AN EXTENDED TRACK.'



## ENGINE

4.0-litre, 8-cyl, 32v quad cam V8 1UZ-FE engine conversion from a Lexus LS400, K&N induction kit, custom headers, adjustable fuel pressure regulator, engine bay painted satin black, fully wire-tucked, all brake lines tucked, brake servo delete, RX-7 alloy radiator, skid plate (sump protector), shotgun-style exhaust straight through from the manifolds, solid engine mounts

## TRANSMISSION

W58 gearbox from NA Toyota Supra, 4.1 welded diff, custom prop shaft, ACT paddle clutch, Wilwood clutch pedal kit

## BRAKES

S13 rear calipers and discs, drilled and grooved discs up front, Project Mu pads all round

## SUSPENSION

Full custom made S13 rear subframe, Driftworks toe arms, T3 camber arms, Cusco traction arms, TRD front coilovers with Cusco adjustable top mounts, fully polybushed, extra lock knuckles, custom hydraulic release bearing kit

## WHEELS & TYRES

9x18in ET15 Team Dynamics alloy wheels painted bronze, 265/35/18 Toyo R888 tyres, 25mm spacers all round

## EXTERIOR

Fully resprayed in custom 'Gary's Green' paint, quarter panels tubbed to suit larger wheels with Runfree over-arches, custom wings cut and flared, J Blood front bumper, Vertex rear bumper, CBY side skirts, Glass Ray fibreglass bonnet, Jubiride spoiler

## INTERIOR

Bride Zeta H1 bucket seats on custom rails, Razo gear knob, OPM deep dish steering wheel, GReddy water temp gauge, GReddy fuel pressure gauge, Cusco dash dodger rollcage, switch panel for fuel, heater and fans

## BOXING CLEVER

**AFTER FINDING OUT THE HARD WAY THAT HIS FIRST CHOICE OF GEARBOX FROM A NISSAN 350Z WAS PHYSICALLY TOO BIG TO FIT, DAVID'S NEXT CHOICE WAS THE GETRAG UNIT FROM THE SUPRA TWIN TURBO. HOWEVER, SUCH IS THE DEMAND FOR THE TURBO 'BOX THAT THEY ARE LIKE HEN'S TEETH TO FIND, AND IF YOU DO FIND ONE, THEY COMMAND A HEFTY PRICE TAG. IN THE END DAVID SETTLED FOR THE W58 FIVE-SPEED MANUAL FROM THE NON-TURBO SUPRA, WHICH, WITH AN UPRATED CLUTCH AND 4.1 WELDED DIFF, SEEMS TO BE DOING THE JOB NICELY**



a thing, of course...

The best part of this AE86's transplant though is not the way it drives, or even how it sounds, but the fact that it looks almost completely factory fit. There are no random ancillary hoses clogging up the bay as everything has been tucked. The wires, the brake lines, everything has been hidden away behind the satin black engine bay leaving a cleaner finish. The engine looks out of place because of the big Lexus logo, but if that is the only thing the uninitiated notice you are doing a bloody good job!


As you may have noticed earlier, David is a man who likes his wheels. While this car originally wore 9.5J ET15 Compomotive ML rims, these have made way for a custom set of Work Meister CR01s. Measuring in at 8.5J ET-10 up

front and 9.5J ET-30 out the back, these rims have had a combination of Hankook Ventus and Toyo Proxes stretched to fit. This, larger than standard, wheel and tyre combination necessitated the quarter panels being tubbed to accommodate them, especially when you see how much of the tyre is tucked underneath the arch thanks to the TRD coilovers with adjustable Cusco top mounts and T3 camber arms. The fully polybushed car is stiff – properly stiff – but David has no intention of changing it. In fact he has been heard muttering that: 'Softer is for pussies!'

Thanks to the S13 rear subframe the AE86 now wears S13 discs and calipers with drilled and grooved discs up front. Project Mu provide the stopping force while extra lock knuckles provide the extra

steering angle that David requires and a custom prop shaft the motive power. It all makes for a fairly heady combination, but we also suspect that this is not the last time we will see David and his car – it looks finished now, but wait until he gets bored again.

'I did have plans for an LS1 or LS3 swap, but I'm getting bored with the whole V8 thing now and, after seeing Darren McNamara's triple rotor Cosmo, an idea just popped into my head...' The plan now is for a triple-rotor monster, Impluse arches and a Trueno front end!


It's inevitable that this car will continue to evolve, as David is a man who simply cannot stop tinkering. Some say that idle hands are the Devil's plaything, and if David's hellraiser of a Corolla is anything to go by, they may just be right! 

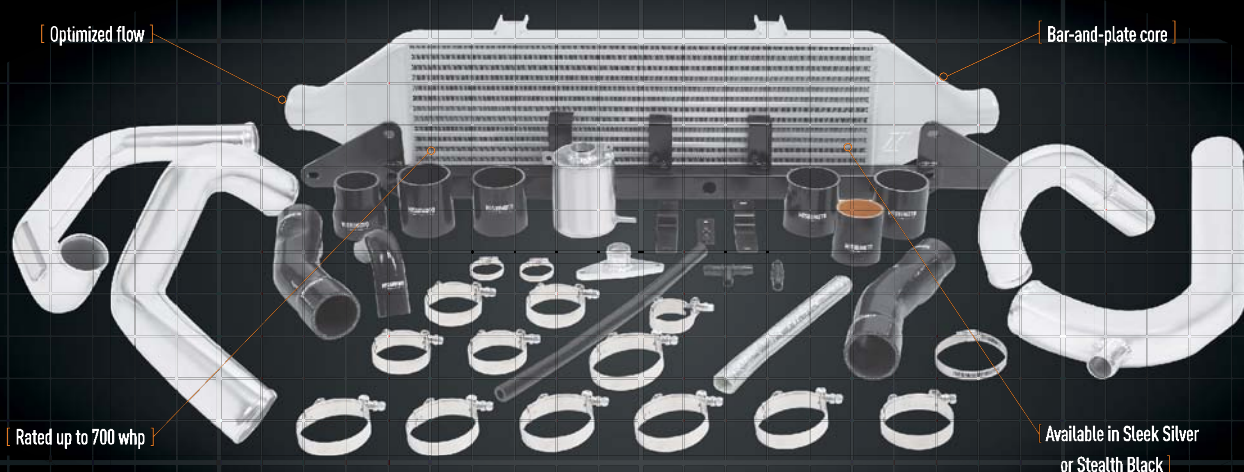




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KICKING OFF SANTA POD'S SHOW SEASON IN STYLE, A JAM-PACKED FAST SHOW PROVED THE THEORY THAT THE MODIFIED CAR SCENE IS BACK ON THE UP! WORDS: DAN SHERWOOD PICS: DAN SHERWOOD & SANTA POD

**Y**ou can tell a lot about a scene from the attendance of a supporting show, and if Santa Pod's Fast Show was anything to go by, the modified car scene is making a big comeback. Unlike other dedicated one-marque shows, the Fast Show is open to all,

but as usual, was dominated in the most part by Jap metal.

Once through the gates, the car parks on each side of the approach road were filling up fast and were bursting with the cars of eager speed freaks gagging to get their fill of the Fast Show

experience. In fact, Santa Pod officials reckon that it was the biggest Fast Show ever! And judging by the amount of people bustling about the Northamptonshire strip, we're not surprised. It really was an encouraging sight to see so many people, car

clubs and racers all making the effort to make the show a success.

A large part of the turnout, however, was probably down to the blinding weather that beamed down on the strip – after all, who doesn't love a car show in the sunshine? But

that's not to take anything away from Santa Pod, as the line up of events and attractions that were laid out throughout the weekend was top notch.

Although the Fast Show itself is actually only a one-day event on the Sunday, Santa Pod opened its doors for the







Saturday too, to allow revellers to make a whole weekend of the event. Unlike the sun-drenched Sunday, Saturday was a much chillier affair, but still saw a good turnout with many people camping over to get stuck into the action early the next day without braving the traffic and queues.

The track was rammed

all day on Saturday, with some incredibly quick cars and bikes from all sorts of different manufacturers. Martin Hill made one of his quickest passes ever in the FireForce 3 Jet Funny Car and Bobby Wallace rounded off the day in his nitrous assisted Pro Modified Willys Jeep running a stunning 7.1 seconds in the pitch

black darkness.

The Gymkhana competition also got going on the Saturday and it was runs aplenty for everyone who took part, giving them the opportunity to familiarise themselves with the course and get their times down as low as possible. Multiple winner and previous *Japanese Performance* cover star

Dmitrij Srybnyj came out head and shoulders above everyone else setting a blistering time in his Subaru Impreza on Saturday that stood all weekend.

But it's not just the lure of the strip and associated automotive attractions that make the Fast Show weekender such a success as, once the track was shut on

Saturday, everyone then descended on the N20 nightclub where Ramshackle and some scantily clad dancers kept the tunes pumping and the entertainment going into the early hours.

The Sunday was the day everyone had been waiting for, however, and the weather gods were smiling as the Pod filled to capacity. The signing-on







booth was inundated with people eager to test their metal on the strip, meaning the track was opened early to try and supply the demand for runs. This gave the show non-stop strip action all day long, which the crowds lining the grass banking and packing the grandstand were happily lapping up.


Alongside the usual mix of Run What Ya Brung entrants were the runners and riders of the Millers Oils Jap Drag Series and the Competition Clutch FWD drag series. Both of these series have some of the most extreme cars you are ever likely to come across, with the majority running highly tuned Jap machinery as

their weapons of choice.

In fact, both series saw a Jap car come out on top on the day with the Nissan R34 Skyline GT-R of David Greenhalgh taking the win in the JDS and the EG Honda Civic of Glenn Robson the spoils in the FWD series.

Away from the strip, the perfectly polished paintwork of the Autoglym

show 'n' shine competition kept style lovers happy while Terry Grant did his thing in the Live Action arena. Then there were the hundreds of club cars of all makes and models on display which meant that there was something for everyone at the Fast Show, no matter what your brand allegiance.

With a soundtrack to the day's action being supplied by DJ Richie Don and MC Lynchy, plus the annual Miss Fast Show contest to check out, it was no wonder that the Fast Show was such a big hit. We just hope that this is the start of a blowout show summer that will make 2015 a year to remember! 





# ABP MOTORSPORT

**We share the passion!**

**Call our Sales Team Today**

**01270 567 177**

## HONDA Civic Type R FN2

ABP have developed a full range of tuning parts for the FN2 Civic Type R using our own development car. Testing on the Nurburgring we offer exclusive suspension, brake and performance parts that guarantee to bring your Type R alive! Who said the EP3 was better....



### EXHAUSTS

MILLTEK SPORT ABP exclusive cat-back stainless steel exhaust system.....	£499.00
These exclusive to ABP Milltek systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains.	
MILLTEK SPORT 3" round tailpipe trims.....(pair)	£125.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe.....	£630.00
PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat.....	£770.00
O2 simulator (removes ECU light with race manifold fitted).....	£70.50
PIPER Stainless steel cat-back exhaust system.....	£520.00
HKS Sport Muffler cat-back exhaust system (3" tailpipes & HKS trims).....	£862.00

**\*FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE\***

### AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty).....	£41.00
K&N Apollo closed box air filter induction kit.....	£158.00
AEM Short Ram air induction kit (polished or red alloy intake pipe).....	£169.00
POWERTEC Stainless steel air filter kit (including heat shield).....	£149.00
PIPERCROSS Sports air filter kit (including heat shield).....	£145.00
HKS Racing Suction Kit (includes alloy intake pipe).....	£365.00

### SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit.....	£150.00
These are the very best springs you can buy for the FN2. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides. Please call for fully fitted prices.	
EIBACH Pro-Kit -15mm lowering spring kit.....	£159.00
All the advantages of our -30mm kits but with less lowering!	
EIBACH Front adjustable camber bolts (essential on lowered cars).....	£25.00
EIBACH Rear camber & toe shims (to get the very best handling).....(each)	£8.50
KW Variant 1 coil-over suspension kit (fully adjustable ride height).....	£879.00
KW Variant 2 coil-over suspension kit (fully adjustable height & rebound).....	£1,069.00
KW Variant 3 coil-over suspension kit (fully adjustable height, bump & rebound).....	£1,379.00
TEIN S-Tech lowering spring kit (Front -15mm Rear -20mm).....	£228.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping).....	£1,080.00
EIBACH 15mm ProSpacer kit (improves looks, steering feel & high speed stability).....	£108.00
ABP Stage 1 Fast Road suspension geometry set-up (including camber bolts).....	£135.00
This set up in ABP's workshop improves the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.	
ABP Stage 2 Fast Road suspension geometry set-up (including bolts & rear shims).....	£224.00
As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to the fast road spec.	

### BRAKES

STOPTECH Fast Road Front brake pads.....(set)	£49.00
STOPTECH Front Sport Stop Grooved brake discs.....(pair)	£190.00
STOPTECH Rear Sport Stop Grooved brake discs.....(pair)	£145.00
POWERSLOT Front 350mm Big-disc conversion kit.....	£355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs. Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.	
STOPTECH Touring 300mm 4-POT Brake conversion kit*.....	£995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot caliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!	
STOPTECH BBK 328mm Brake caliper conversion kit*.....	£1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, calipers, pads, hoses and fitting kit. Choice of Black or Red calipers	
*EIBACH 15mm Pro-Spacer kit (required to fit Stoptech brake kits behind OE Honda wheels).....	£108.00
FERODO DS2500 Front high performance brake pads.....	£99.50
FERODO DS2500 Rear high performance brake pads.....	£92.50
EBC Red Ceramic Front high performance brake pads.....	£87.00
EBC Red Ceramic Rear high performance brake pads.....	£54.00
EBC Turbo Groove drilled & grooved front brake discs.....(pair)	£245.00
TAROX G88 40-Groove high performance front brake discs.....(pair)	£217.00
GOODRIDGE Stainless steel 6-line brake hose kit (including distribution blocks).....	£175.00
MOTUL RBF600 High performance brake fluid (1/2 LT).....	£15.50
FOLIATEC Caliper paint kit (various colours).....	£24.90

**\*FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE\***

### OTHER ITEMS

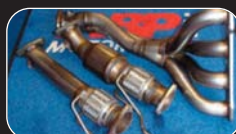
HKS IRIIDIUM spark plugs (set 4).....	£82.00
PIAA Headlight bulb upgrade kits (Set of 6 bulbs - sidelight, dip & main beam).....	from £95.00
YOKOHAMA 225/40X18 PARADA Spec 2 tyre.....	£125.00
YOKOHAMA 225/40X18 ADVAN NEOVA A008 tyre (ultimate track day tyre).....	£169.00
YOKOHAMA 225/35X19 Advan Sport OE tyre.....	£215.00

### SERVICING FOR FN2 & EP3 TYPE R

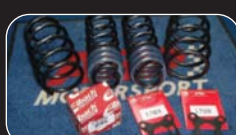
ABP offer a full range of servicing to HONDA specification which will not affect the manufacturer's warranty.	
12 month / 12,500 mile service to HONDA spec including all parts & Labour.....	£119.00
24 month / 25,000 mile service to HONDA spec including all parts & Labour.....	£198.40
36 month / 37,500 mile service to HONDA spec including all parts & Labour.....	£154.00
48 month / 50,000 mile service to HONDA spec including all parts & Labour.....	£198.40
60 month / 62,500 mile service to HONDA spec including all parts & Labour.....	£119.00
72 month / 75,000 mile service to HONDA spec including all parts & Labour.....	£385.00

All of our services include MOTUL fully synthetic oil, Honda oil & air filters & NGK spark plugs. Cars are serviced to exact HONDA specification and service books are stamped maintaining the warranty. If cars are fitted with performance air filters above prices will be reduced accordingly.

**FULL RANGE OF PARTS AVAILABLE FOR ALL MAKES / MODELS**  
**HONDA • TOYOTA • MAZDA • MITSUBISHI • SUBARU • NISSAN • LEXUS**



**ALL PRICES  
INCLUDE VAT**



## ABP MOTORSPORT - Your One Stop Tuning Shop

- Modern easy to find premises
- Established for over 45 years
- Fully equipped on-site workshop
- Easy access of the M6 (J16)
- Large parking facilities
- Passionate staff
- Fast mail order
- 1st class customer service
- Excellent product availability
- Competitive prices

Please phone  
if your car is not  
listed, as only a small  
range of our parts  
are listed

- Mail Order • Retail Tuning Shop
- Workshop Fitting Service • MOT
- Servicing • Repairs & Tuning

## HONDA Civic Type R EP3

ABP purchased an EP3 Type R back in 2001 with the sole aim of developing a full range of tuning parts. We offer exclusive ranges of suspension, brake and performance parts that we believe are the very best available. 10 years on the EP3 is still a great car and more affordable than ever so with a few choice mods the tuning world is your oyster....



### EXHAUSTS

PIPER ABP exclusive Single-box cat-back stainless steel exhaust system.....	£349.00
These exclusive to ABP Piper single silencer systems are quite simply a must have. Superb fit, beautiful quality, amazing soundtrack and good power gains. System has a 6x4" oval tailpipe.	
PIPER Twin-box cat-back stainless steel exhaust system As above but with 2 silencers - same power with less sound!.....	£399.00
PIPER Stainless Steel Race exhaust manifold & stainless de-cat pipe.....	£498.00
PIPER Stainless Steel Race exhaust manifold & 200CEL Sports Cat.....	£678.00

**\*\*Independent rolling road tests show an incredible increase of +228HP using a PIPER manifold, de-cat and exhaust system on the EP3 Type R!\*\***

DC SPORTS Stainless steel SCS cat-back exhaust system (4" round tip).....	£430.00
DC SPORTS Stainless steel SHORTY exhaust manifold (uses original cat).....	£375.00
DC SPORTS Stainless steel RACE exhaust manifold (removes catalyst).....	£395.00
All DC Sports items are beautifully crafted in polished stainless steel and offer fantastic looks and power gains. The SCS system comes with a removable silencing baffle ideal for track days.	
O2 simulator (removes ECU light with race manifold fitted).....	£70.50
HKS Hi Power 409 cat-back exhaust system (120mm angled tailpipe).....	£471.90
Stunning JAP style exhaust system with removable silencing baffle and polished 120mm tailpipe	
SUPERSPRINT Stainless Steel straight through B-pipe.....	£204.00
ENERGY SUSPENSION Up-rated engine mount insert bush kit.....	£26.00

Essential when using any modified exhaust manifold. These also aid traction & prevent wheel hop.

**\*FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE\***

### AIR FILTERS

K&N Sports air filter replacement element (lifetime warranty).....	£49.00
K&N S71 Air filter kit.....	£109.00
K&N Typhoon air filter induction kit (winkled red finish intake pipe).....	£150.00
AEM CAI Cold Air Induction kit (filter relocated behind front bumper) +15BHP.....	£245.00
AEM V2 Air Filter Induction Kit (Unique dual plenum intake pipe) +18BHP.....	£265.00
PIPERCROSS VENOM Sports air filter kit (fully enclosed air box system).....	£175.00

**Intake kits make a massive difference to the EP3 Type R offering anything up to +188HP power gains.**

**Choosing the right combination of exhaust system and filter kit can add up to +25 BHP power improvements!**

### SUSPENSION

EIBACH ABP Exclusive -30mm lowering spring kit.....	£150.00
These are the very best springs you can buy for the EP3. Offering the ultimate in looks, handling, reduced roll and better ride quality there really are no downsides.	
EIBACH Pro-Kit -15mm lowering spring kit - All the advantages of our -30mm kits but with less lowering!.....	£159.00
EIBACH Front adjustable camber bolts (essential on lowered cars).....	£25.00
EIBACH Rear fully adjustable camber arms (to get the very best handling).....(pair)	£135.00
BILSTEIN B4 Shock absorber kit (front & rear shocks).....(set 4)	£385.00
BILSTEIN B8 Sports up-rated shock absorber kit (front & rear shocks).....(set 4)	£655.00
BILSTEIN are arguably the Worlds best shock absorbers, developed on the Nurburgring they offer fantastic chassis control without the extremes of coil-over set-ups. Simply the best real World suspension solution.	
TEIN S-Tech lowering spring kit -20mm.....	£228.00
TEIN BASIC coil over suspension kit (adjustable height only).....	£708.00
TEIN Superstreet coil over kit (adjustable height & damping).....	£804.00
TEIN Superstreet coil over kit with upper mounts (adjustable height & damping).....	£1,080.00
EIBACH 15mm ProSpacer kit (improves looks, steering feel & high speed stability).....	£108.00
JDM Rear Anti Roll Bar (including bushes).....	£102.50
E-TECH front polished alloy strut brace.....	£87.50
E-TECH front wide-bar lightweight alloy strut brace.....	£170.00
ABP Fast Road suspension geometry set-up (including front camber bolts).....	£155.00

This set up in ABP's workshop improves the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling. A MUST HAVE MODIFICATION.

**\*FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE\***

### BRAKES

STOPTECH Fast Road Front brake pads (set).....	£49.00
STOPTECH Fast Road Rear brake pads (set).....	£38.00
STOPTECH Front Sport Stop Grooved brake discs (pair).....	£190.00
STOPTECH Rear Sport Stop Grooved brake discs (pair).....	£140.00
POWERSLOT Front 350mm Big-disc conversion kit.....	£355.00
Kit uses original caliper and offers superior looks & braking with excellent 350mm discs. Kit comes complete with 350mm discs, caliper relocation brackets and fitting kit.	
STOPTECH Touring 300mm 4-POT Brake conversion kit*.....	£995.00
These new budget 300mm kits use a unique directional veined 300mm grooved disc with the ST41 4-pot caliper. Kit comes complete with discs, calipers, pads, hoses and fitting kit. This kit looks great and performs even better!	
EIBACH 15mm Pro-Spacer kit (required to fit Touring kit behind OE Honda wheels).....	£108.00
STOPTECH BBK 328mm Brake caliper conversion kit.....	£1,450.00
The legendary Stoptech Big Brake Kit is simply awesome in every way. Using 2-piece 328mm discs and ST40 4-pot calipers the performance on offer from this kit is unreal. Essential for ultra fast road or serious track use. Kit comes complete with 2-piece 328mm discs, alloy bells, calipers, pads, hoses and fitting kit. This kit fits behind the original Honda 17" alloy. Choice of Red or Black calipers	
FERODO DS2500 Front high performance brake pads.....	£99.50
FERODO DS2500 Rear high performance brake pads.....	£91.50
EBC Red Ceramic Front high performance brake pads.....	£87.00
EBC Red Ceramic Rear high performance brake pads.....	£58.00
EBC Turbo Groove drilled & grooved front brake discs.....(pair)	£245.00
TAROX G88 40-Groove high performance front brake discs.....(pair)	£217.00
GOODRIDGE Stainless steel 4-line brake hose kit (zinc plated unions).....	£62.00
MOTUL RBF600 High performance brake fluid (1/2 LT).....	£15.50
FOLIATEC Caliper paint kit (various colours).....	£24.90

### OTHER ITEMS

HKS IRIIDIUM spark plugs (set 4).....	£82.00
NEUSPEED Short Shift gear lever kit.....	£95.00
EXEDY OE 3-piece Clutch kit - Fitting service available.....	£195.00
PIAA Headlight bulb upgrade kits (Set of 4 bulbs - sidelight, dip/main beam).....	from £65.00
PIAA Silicone front wiper blade kit (pair of silicone wiper blades).....	£43.00
YOKOHAMA 215/40X17 PARADA Spec 2 tyre.....	£92.00
YOKOHAMA 215/40x17 ADVAN NEOVA A008 tyre (ultimate track day tyre).....	£156.00

ABP recommend changing the original 205/45x17 tyres to the better 215/40x17 size. Wider, slightly lower profile these tyres offer improved handling, grip, feel and they're cheaper!

**← SERVICING - See FN2 Listing**



# 01270 567 177

## NEXT DAY DELIVERY

PHONE TODAY FOR NEXT DAY DELIVERY\* or WHY NOT CALL INTO OUR SHOWROOM TO COLLECT OR LET US FIT THE PARTS FOR YOU IN OUR FULLY EQUIPPED ON-SITE WORKSHOP

\* Orders must be placed before noon and are only available on stock items (excluding Sunday). Please phone for postage prices on your order

~ EXPORT ORDER ARE WELCOME ~

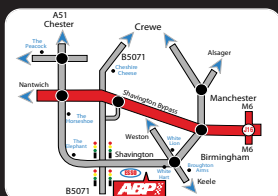
Orders can be placed by phone with a credit/debit card for immediate despatch. Postal orders and cash are also acceptable. At ABP full security checks are made to ensure the validity of the credit card holder. All attempted credit card frauds are reported to the police.

[www.abpmotorsport.co.uk](http://www.abpmotorsport.co.uk)

~ ALL PRICES INCLUDE VAT ~

We reserve the right to change prices in accordance with certain manufacturers. Rights of cancellation details supplied. Prices are correct at time of going to press. E&OE.

## How to find us



**ABP Motorsport**  
416 Newcastle Road, Shavington,  
Crewe, Cheshire CW2 5EB  
Fax 01270 568177  
sales@abpmotorsport.co.uk

**Opening Hours**  
Mon-Fri 8.30am - 6.00pm  
Sat 9.00am - 3.00pm

## STOPTECH



ABP are an official UK importer of STOPTECH brakes and offer the full range of high performance brake pads, brake discs and the AWESOME caliper conversion kits. Used extensively in Time Attack series cars these kits are reputed to be the best available. Full range of 4 & 6 pot kits available for most Japanese cars please call for prices to make your car STOP!

STOPTECH high performance brake pads	from £38
EVO 5-9 & Impreza STI FRONT & REAR brake pad set	£118
STOPTECH High performance grooved brake discs	from £140
Mitsubishi EVO 5-9 Front grooved brake discs	£225
Mitsubishi EVO 5-9 Rear grooved brake discs	£195
Honda Civic Type R FRONT & REAR grooved brake disc kit	£330
STOPTECH Big Brake Caliper conversion kits	from £995
Honda Civic Type R EP3 & FN2 Touring kit (300mm)	£995
Honda Civic Type R EP3 & FN2 (4-pot 328mm)	£1,450
Mitsubishi EVO 7-10 (4-pot & 6-pot kits)	from £1,550
Nissan Skyline R32, 33, 34 (4-pot & 6-pot kits)	from £1,550

Full range available for Honda, Lexus, Mazda, Nissan, Subaru & Toyota

## AEM



AEM offer the very best intake kits for your Japanese car. AEM lead the way in air filter technology and now use the revolutionary DRYFLOW filter units. ABP are an official AEM importer dealing directly with the manufacturer!

• Massive Range stocked • Excellent power gains • Call for prices

Cold Air Intake Kits	
Honda Integra Type R DC2	£269.00
Honda Integra Type R DC5	£255.00
Subaru Impreza inc. STi (2001 on)	£262.00
Subaru Impreza Inc STi (2008 on) +308HP	£255.00
Mazda MX5 (2006 on)	£275.00
Mitsubishi EVO 10 +16HP	£275.00
Short Ram Intake Kits	
Mitsubishi EVO 7, 8, 9 (inc. heat shield)	£235.00
Nissan 350Z (inc. heat shield)	£315.00
Subaru Impreza inc. STi (2001 on)	£169.00
V2 Dual Plenum Air Intake Kits	
Honda S2000	£275.00
Honda Civic Type R EP3 & DC5 Integra	£265.00

## DC SPORTS



ABP are official importers UK importers of DC Sports products direct from the USA. Products include ceramic coated & stainless steel exhaust manifolds and stainless steel exhaust systems.

DC Sports Exhaust Manifolds	
Honda Civic Type R EP3 Stainless Steel Race manifold - (These fully polished manifolds also remove the catalyst)	£395.00
Nissan 350Z Ceramic Coated tubular sports manifold (pair)	£475.00
Mitsubishi EVO 5-9 Large Bore Stainless Steel Race Manifold	£399.00
DC Sports SCS Stainless Steel Exhaust Systems	
Honda Integra Type R DC2	£399.00
Honda Integra Type R DC5	£430.00
Honda Civic Type R EP3 (inc. removable baffle)	£430.00
Mitsubishi EVO 7, 8 & 9	£449.00
Nissan 350Z (Sounds like a 911 Race car!)	£699.00
Subaru Impreza (2002 on) inc. STi & WRX	£425.00

\*FITTING AVAILABLE ON ALL PRODUCTS / UK & WORLDWIDE DELIVERY SERVICE\*



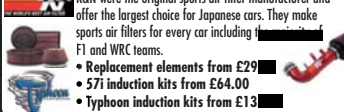
EIBACH produce the Worlds finest springs with quality second to none. Not only do they improve the looks of the car but they also offer better handling with improved ride quality. ABP offer the full range of EIBACH suspension products available including lowering spring kits, suspension kits, alignment products and wheel spacer kits. PLEASE CALL



Bilstein produce a massive range of shock absorbers and suspension kits for Japanese cars including B4 replacement dampers, B6 & B8 sports shock absorbers and fully adjustable coil over suspension kits. All Bilstein development work is carried out on the legendary Nurburgring.



ABP can supply and fit the full range of HKS tuning products from Japan. HKS offer some of the finest quality tuning parts available in the World. Products available include sports air filter kits, sequential dump valve kits, iridium spark plugs, exhaust systems, intercoolers, boost controllers, suspension, cams, electronics and more. PLEASE CALL



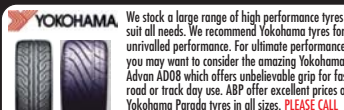
K&N were the original sports air filter manufacturer and offer the largest choice for Japanese cars. They make sports air filters for every car including F1 and WRC teams.

- Replacement elements from £29
- S71 induction kits from £64.00
- Typhoon induction kits from £13



ABP stock the full range of PIAA products including bulbs, silicon wiper blades, lamps and vision products. PIAA produce a massive range of lighting products to suit all applications and they are used extensively in motorsport throughout the World. Don't confuse PIAA bulbs with the cheaper brands out there as PIAA are THE BEST.

• LED Spotlight bulbs from £24.50 • Headlight bulbs from £35.00 • Silicon wipers from £21.50

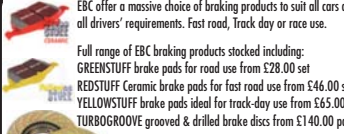


We stock a large range of high performance tyres to suit all needs. We recommend Yokohama tyres for unrivalled performance. For ultimate performance you may want to consider the amazing Yokohama Advan ADO8 which offers unbelievable grip for fast road or track day use. ABP offer excellent prices on Yokohama Parada tyres in all sizes. PLEASE CALL FOR BEST PRICES ON YOKOHAMA TYRES



We offer the full range of TEIN suspension to suit all needs & budgets. TEIN offer kits to suit road, track day, drift or competition use. Choose from a lowering spring kit to a fully adjustable coil over kit with adjustable alloy top mounts. Kits available for Honda, Lexus, Mazda, Mitsubishi, Nissan, Subaru & Toyota.

• Lowering Springs from £155 • Coil-Over Kits from £160



EBC offer a massive choice of braking products to suit all cars and all drivers' requirements. Fast road, track day or race use.

Full range of EBC braking products stocked including:

- GREENSTUFF brake pads for road use from £28.00 set
- REDSTUFF Ceramic brake pads for fast road use from £46.00 set
- YELLOWSTUFF brake pads ideal for track-day use from £65.00 set
- TURBOGROOVE grooved & drilled brake discs from £140.00 pair

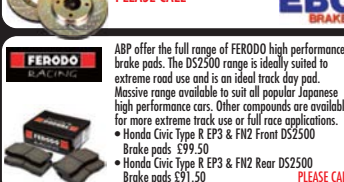
PLEASE CALL

EBC BRAKES



Tarox G88 40-Groove brake discs offer awesome braking performance under the most extreme conditions. Unique heat treatment process makes these one of the strongest discs available. Full range of uprated brake discs, brake pads and big caliper conversion kits available for most Japanese cars. PLEASE CALL

Fast Road brake pads from £49.00  
G88 40 Groove brake discs from £159.00  
TAROX big brake caliper kits from £1,250



ABP offer the full range of FERODO high performance brake pads. The DS2500 range is ideally suited to extreme road use and is an ideal track day pad. Massive range available to suit all popular Japanese high performance cars. Other compounds are available for more extreme track use or full race applications.

- Honda Civic Type R EP3 & FN2 Front DS2500 Brake pads £99.50
- Honda Civic Type R EP3 & FN2 Rear DS2500 Brake pads £91.50

PLEASE CALL

## WORKSHOP FITTING SERVICE

Our fully equipped modern workshop allows us to carry out a full range of servicing, maintenance & performance modifications in-house. Staffed by fully qualified enthusiastic technicians trained to the highest standards we are able to skilfully fit, set-up, tune and optimise any modifications to get the best out of your car - This is our passion! From regular manufacturer spec servicing, MOT testing, performance tuning & chassis development to full on track day preparation we can offer the complete service.

ABP's workshop carries Cheshire County Council Trading Standards approval assuring you of the highest quality and 1st class customer service. ABP achieved Trading Standards first perfect 100% mystery shop result in August 2010.

ABP were awarded CAT magazines coveted title of National Garage of the Year in both 2010 and 2011. An award we all take very seriously and testament to our very high standards.

- Performance Parts Installation
- Manufacturer Spec Servicing
- Suspension Fitting Specialists
- Wheel alignment & Suspension Geometry
- Maintenance & Repairs
- MOT Testing Station
- Customer Supplied Parts Fitted
- Clutch fitting
- Cam / Timing Belts Replaced
- Fully Skilled & Experienced Staff
- Trading Standards Approved
- National CAT Garage of the Year 2010 & 2011



## SERVICING AND MAINTENANCE

We offer a full servicing & Maintenance service to our customers. ABP Service all cars to manufacturer specification therefore maintaining warranties & correct service history!

The advantages our service gives you over & above the dealers (or stealers!) are:

- Enthusiastic passionate staff
- Guaranteed level of personal service
- Full range of services including modifications
- Competitive Labour prices
- All makes / models worked on
- No problems with imports
- One-Stop tuning shop

Full range of servicing / maintenance available including timing belts, clutches, brakes, suspension & steering work.

Please phone with your exact requirements and we will be happy to advise and give competitive prices.

## WHEEL ALIGNMENT & SUSPENSION GEOMETRY

- Vague Steering?
- Steering wheel miss-aligned?
- Excessive or uneven tyre wear?
- General poor handling?



Lots of Japanese cars have fully adjustable wheel alignment, castor adjustment & camber adjustment both front and rear. Manufacturer's geometry specifications allow for very generous tolerances which can lead to poor handling, excessive tyre wear, vague steering feel and even reduced MPG!

ABP can 'blueprint' your suspension geometry settings allowing you to benefit from maximum steering response & improved grip along with improved tyre life and increased economy. We have the latest computerised 4-wheel alignment equipment and are able to optimise the geometry settings on your car.

ABP can also offer unique FAST ROAD settings for many cars offering improved handling and turn in by introducing more extreme alignment practices. We can also set your geometry up to your own individual spec for track use or drifting etc.

Please phone for exact prices on your car & prepare to feel the differences immediately.

## Examples

Full suspension 4-wheel alignment check and report (no adjustment)	£55.00
Front Wheel Alignment check & adjust	from £35.00
Front & Rear Wheel Alignment check & reset	from £75.00
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HONDA S2000 Check and reset front & rear Wheel Alignment; Camber and Castor angles to Fast Road or Honda spec	£140.00
Honda Civic Type R EP3 ABP Fast Road suspension geometry set-up (Including front camber bolts)	£155.00
This set up includes supplying & fitting adjustable front camber bolts, reset the front & rear Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the EP3 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling and reduced tyre wear!	
Honda Civic Type R FN2 ABP Stage 1 Fast Road suspension geometry set-up (Including camber bolts)	£135.00
This set up includes supplying & fitting adjustable front camber bolts, reset the front Wheel Alignment & Camber angles to ABP Fast Road spec. These improve the FN2 massively. Improving turn in, reducing under-steer and offering greatly improved feel & handling.	
Honda Civic Type R FN2 ABP Stage 2 Fast Road suspension geometry set-up (Including bolts & rear shim kit)	£224.00
As above but stage 2 also includes removing the rear hubs, fitting correct camber & toe shims (included in price) and setting both front and rear geometry to fast road spec.	

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# SIBLING RIVALRY

PEOPLE SAY THE GT-T IS THE GTR'S LITTLE BROTHER. WELL, THIS ONE HAS BEEN USING BIG BROTHER'S WEIGHTS...

WORDS: DAN GOODYER PICS: RICH WILLIAMS

**T**he R34 Nissan Skyline is an iconic car. The last in the Skyline family tree that stretches all the way back to 1957 – the family-sized saloon that found a home, both on the racetrack and with tuning enthusiasts. Organisers of racing championships were forced to change their rules, as the Skyline's cutting-edge technology kept it at the front of the grid, often completely dominating races.

Thanks in no small part to the PlayStation game Gran Turismo, which brought the Skyline name into the households of millions across the globe, the poster boy of the

Skyline brand became the R34 GT-R. The latest and greatest version, it featured the popular 2.6-litre twin-turbo engine and highly effective computer-controlled ATTESA four-wheel drive system. With plenty of power and lots of traction, the GT-R was soon a regular sight at the drag strip as well as racing circuits. However, there is another R34 Skyline that provides a great base for tuning that is often overlooked: the rear-wheel drive GT-T, like the one on these pages.

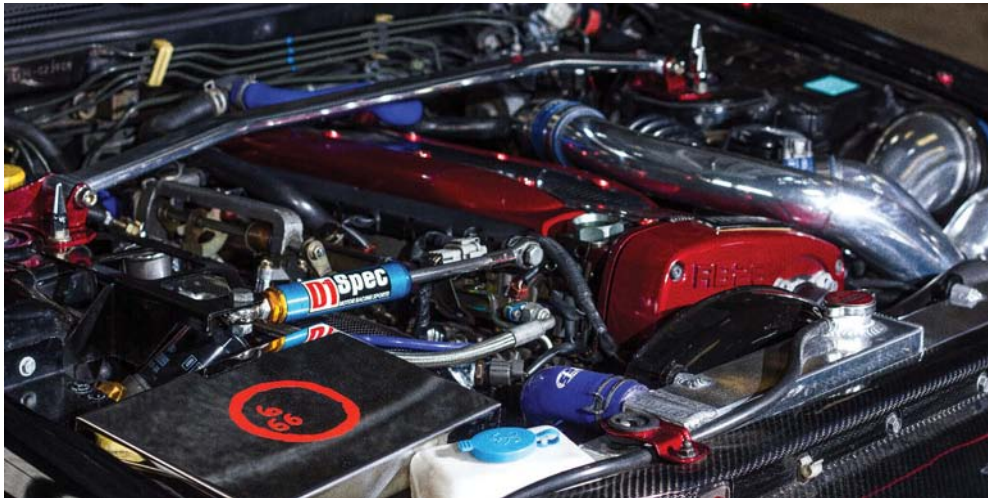
In fact, this is more accurately a GT-TR – a mechanical Frankenstein that merges the more powerful GT-R







**BODY BUILDER**  
THE GT-T HAS A NARROWER BODY THAN A GT-R, SO IT TOOK A LOT OF WORK TO FATTEN THE EXTERIOR OF MIKE'S CAR. ORIGINAL METAL GT-R ARCHES WERE GRAFTED ONTO THE REAR AND BOLTED-ON UP FRONT. THE REARS IN PARTICULAR WERE A LOT OF WORK BUT ALLOW CLEARANCE FOR THOSE 9IN WIDE WHEELS. FACTORY GT-R BUMPERS HAVE BEEN TWEAKED, AT THE FRONT BY SMOOTHING AND THE REMOVAL OF THE GRILLE INSERT, WHILE AT THE REAR A TOP SECRET DIFFUSER PROVIDES SOME DOWNFORCE. THE VENTED CARBON BONNET WILL REALLY HELP KEEP ENGINE TEMPERATURES UNDER CONTROL ONCE THE NEW 2.8-LITRE GOES IN



**RUBBER FETISH**  
THOSE 9X19IN WORKS WHEELS HAVE A SET OF ONLY 225/35/19 MAXXIS TYRES STRETCHED OVER THEM, WHICH HELPS MAKE THE CAR LOOK OUTRAGEOUS WHEN IT'S FULLY SLAMMED. MIKE ADDS: 'I'VE ALWAYS FOUND MAXXIS TO BE A QUALITY TYRE FOR THE MONEY, I ALSO USE THE BRAND ON MY MOTORBIKE TOO'





engine with the more entertaining rear-wheel drive running gear of the GT-T. In short, a lunatic's car with sideways fun on tap! The lunatic in question is Mike Heywood, a 30-year-old audio visual specialist living in Huddersfield. Mike's previous car was a Toyota Altezza RS200 Z Edition that had a turbo conversion forcing 280bhp through the back wheels. So you can understand what attracted him to the idea of what is essentially a rear-wheel drive GT-R.

It begs the question though, why didn't he just buy a GT-R in the first place? 'The price, mainly,' answers Mike. 'GT-Rs still go for £25,000 – £35,000

was already under the bonnet, and it was the right price. It was perfect timing for Mike and he took the plunge. It wasn't a case of buying a ready-done feature car, however. In particular, the gearbox needed sorting because it wasn't up to the job.

Mike explains: 'Originally, it had an RB20 gearbox fitted from one of the 2.0-litre Skylines, but personally I wanted something a bit stronger. So I opted for the five-speed gearbox from an RB25DET car. I knew that further down the line I would be looking at more power, so I fitted an Ogura Racing Clutch twin-plate too. This is rated to around 800bhp, so should do

arches. This is definitely a car that catches your eye.

A significant part of this visual impact is created by the obscene ride height. Mike explains: 'I wanted to do something different with the R34 to make it stand out from the crowd at shows and meets. When I saw the release of D2's air suspension kit, I knew that would give it the look I was going for, even if it's not to everyone's taste. I purchased the kit direct from the United States as I couldn't find a reseller in the UK when it was initially released. I ended up fitting the kit myself over a long weekend. It took me longer to work out where to position everything than actually install

Lambert Street Garage in Elland – a local garage that I've used for years. I wanted to personalise the car a bit more, so I swapped a load of the bodywork including the bonnet and rear spoiler blade. I had the front number plate recess smoothed over and ordered the URAS roof spoiler through Nengun Performance. I'm really pleased with how it came out. It's different, but hopefully still tasteful. I think so anyway. I wanted the low-riding Japanese look but also be able to have some fun with the car – it's worked out really well.'

On the function side of things, the car was missing one vital piece of electronics for Mike. He explains: 'The GT-R

## 'I KNEW THAT THE D2 AIR RIDE KIT WOULD POLARISE OPINION'

and more. I didn't have that sort of money, but I've always wanted one. It's one of those cars that you don't see every day and is admired by people of all ages. It's an iconic car and I remember seeing a test drive of the Skyline on Top Gear with Jeremy Clarkson throwing it sideways around corners. It was at that point I knew I wanted one and would some day have one. Then I saw this for sale on Pistonheads.'

At the time the car looked quite different, as Mike has since covered the car in his own mods. The GT-R engine

the job in the long term.'

One aspect of Mike's car that definitely does the job for us is the way this beast looks. Dark and menacing black bodywork that Mike has highlighted with flashes of red. He sourced those blood red Bride Lo Max reclining bucket seats, which offer more comfort than a foot massage while looking very trick. These have been cleverly incorporated into the colour scheme by spraying the wheel centres a similar red, and if you're really sharp-eyed, you'll see the original red 'GT' badge on the lower section of the front

the kit!' he laughs.

Now when he parks up at meets, Mike drops the big Skyline to the deck. Literally. It's quite a ceremony to watch, as the car hisses down over those huge 19in Works Equip wheels. The benefit of the air suspension is that, unlike a set of coilovers with damping rates intended for the race track, when lifted it provides an even better ride than the original setup! That's a better two-for-one deal than you'll get at any supermarket.

Mike adds: 'All the bodywork was carried out by by Dave at

has a digital multi-function display, often referred to as an MFD, while the GT-T has a trio of gauges instead, but personally I think the MFD looks much better. It shows all sorts of information including boost pressure, temperatures and more, so it's more useful, too. I managed to find one, but fitting it wasn't easy. The dashboards are different, so I had to cut away a section of my GT-T dash to mount an original MFD surround in place. Getting it all wired up so it functions properly was a challenge, too, but it's made a big difference to the





interior and the enjoyment I get from driving the car, so the effort was well worth it.'

Mike followed this up with a double-din headunit swap and a few more interior trinkets. He'd already transformed the interior with those bright red Bride seats, and topped this off with a brushed aluminium pedal set and a matching gear surround that flows up the

centre console. It's these smaller details, and the more in-your-face boot build that houses a high-quality audio system, that sets Mike's car apart. There are lots of track-spec Skylines around, but Mike's car has a mix of road, show and performance tuning.

'The car is kept for weekend and show use,' says Mike, 'so I tend to take it out most

weekends, depending on the weather. I drive it mostly on the road, so a decent audio install makes it more enjoyable. It's not a racecar, so I don't have to worry about it getting too heavy. After all, it currently makes 387bhp, with more on the way, so it's not exactly slow.'

It's going to be a lot quicker very shortly, too. Mike has spent the last two-years

perfecting his Skyline. The RB26 engine conversion might have already been done, and it's Mike's understanding the swap was carried out in Japan before being imported to Ireland where Mike found it, but it's a very different car these days, both in appearance and performance. The gearbox and clutch mods alone were a lot of work, but are vital for the next







# A 2.8-LITRE STROKER KIT SHOULD TAKE THE POWER TO AROUND 650BHP

stage of the car's development.

'I've planned a few changes for later in the year including an HKS 2.8-litre Step 2 stroker kit, new camshafts, ECU, larger fuel injectors and a pair of new Garrett 2860-5 turbos. That should take the power output to around 650bhp, almost double what it's making now – so that should be fun! Obviously I'm going to fit a big brake upgrade

to up the stopping power, too.'

Considering the money involved, you have to wonder why more people don't swap RB26 lumps into other non-GT-R Skylines. Mike even admits he is surprised how cheap his insurance is, even with everything declared. It seems the GT-T has escaped some of the supercar-bashing stigma that the GT-R has had over the

years. So while the GT-T is often overlooked, with the right tuning parts it can punch well above its weight. We look forward to seeing how Mike gets on once the new 2.8-litre engine is built. We've got a feeling that, with 650bhp capable of laying thick number elevens whenever Mike dumps the clutch, more than a few of its GT-R brothers will struggle to keep up. **JP**

## TECHSPEC

### ENGINE

2.6-litre, 6-cyl, 24v RB26DETT engine swap from a GT-R, HKS Hi-Power exhaust, de-cat and downpipe, intercooler hard pipe kit, twin Blitz dump valves, Nismo high-flow fuel pump, Tomei fuel pressure regulator, oil filter relocation kit, oil catch can, 52mm radiator, Seibon carbon cooling panel, Red Top Optima battery. Power: 387bhp

### TRANSMISSION

5-speed manual gearbox from an RB25DET, Ogura Racing Clutch twin-plate clutch and flywheel

### SUSPENSION

D2 air suspension kit, GReddy front strut brace

### BRAKES

Brembo GT-R brake conversion

### WHEELS & TYRES

9x19in Works Equip alloy wheels with Kandy red centres, 225/35/19 Maxxis MA-Z1 tyres

### INTERIOR

Pair of red Bride reclining bucket seats with carbon backs, GT-R gauge cluster and multi-function display, Nismo gearknob, brushed aluminium gear surround, brushed aluminium pedals, Pioneer double-din headunit, Pioneer speakers and custom boot build

### EXTERIOR

Full GT-R body conversion using all original front and rear bumpers, and metal front and rear wings, front bumper smoothed and grille removed, carbon Nismo-style vented bonnet, GT-R rear spoiler with carbon blade and end caps, URAS upper rear spoiler, Top Secret style rear diffuser, painted in Black Pearl





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# HIGH CALIBRE

WHEN IT COMES TO BUILDING AN ALL-CONQUERING EVO CIRCUIT RACER, THEY DON'T COME MUCH BETTER THAN THE BARNSLEY BULLET – ANTHONY LIDSTER'S EVIL EVO VI

WORDS: DAN SHERWOOD PICS: SIMON MISKELY





**L**ike any substance that gets your pulse racing and synapses firing, adrenaline can be seriously addictive. Unfortunately, those that get hooked within its steely grasp often have to find increasingly extreme ways to get their 'high'. Take base-jumping and train surfing for example, or those nutters you see taking selfies while dangling from their fingertips from the top of a skyscraper. These pursuits, while definitely having the right ingredients to kick your adrenal glands into overload, also have the risky downside that, one false move, and you'll be scraping your insides off the pavement with a fish slice. A much safer and ultimately more rewarding way to get your adrenaline fix is competitive motorsport, as Barnsley-based Evo-fan Anthony Lidster found out...

'After owning a few Evos in the past, I'd moved across to fast BMWs and Audis,' recalls Anthony. 'But the Evo itch was still there and so I bought another one as a weekend toy and to try my hand at a few trackdays.'

Anthony's friend and fellow Evo owner, Scott Lowe, suggested that they go along and have a go at the Mitsubishi Lancer Register Sprint Series held at Silverstone.







Keen to try out his new steed, Anthony didn't need asking twice and the pair were soon hooning around the home of British motorsport, learning the lines and mixing lap times with some of the UK's fastest Evos and top tuners.

'Silverstone was great fun,' laughs Anthony. 'But we didn't really take it seriously. I remember watching the top class cars and thinking that they were amazing – I had to have another go!'

And it was at the very next round, held at Oulton Park, that was the real baptism of fire for Anthony, and the one that sparked his need for speed and

his addiction to Evo-based motorsport.

'I remember having four people in the car for the sighting lap, driving on to the track, putting my foot on the accelerator and all four wheels lighting up! That was me, hooked!' he recalls. 'I had an incredible day throwing the car about and ended up second in Class B, just losing out on first place to Rich Marples in his 700bhp Evo VI sprint car.'

Having come so close yet, ultimately, so far from the win, Anthony saw first hand the kind of performance that having a properly sorted track car could provide and knew that to hit

that top step of the podium, he'd also have to get in on the track-car action.

'After Oulton, the hunt was on for the basis for an all-out track monster,' Anthony explains. 'I didn't want something to polish, as it was going to be stripped out and used solely for trackdays and sprints. I'd always had a soft spot for the Evo VI, and they also seemed to be the car to have in the Sprint Series, so I began trawling the MLR forum and classified ads.'

After much searching a suitable car came up for sale up in Scotland. The Evo VI RS had low mileage but the bodywork

was tatty and Anthony discovered that the rear chassis legs were beginning to corrode. It was far from ideal, but a deal was struck and the car was on its way to its new home.

'The more I thought about the car, the more the parts list grew,' Anthony laughs. 'And looking at the classified ads in the forum and talking to traders about parts and the various tuning options for the car, I compiled a comprehensive list of what was needed.'

That's when Anthony was introduced to Ross Walker from RossSport.

'I kept looking at his V-band turbo kits and, after speaking to

## 'THE HUNT WAS ON FOR AN EVO IV AS THE BASIS FOR A TRACK MONSTER'







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him at length about my requirements, it was decided that the kit would form the basis of the build,' he says. 'There were other parts that were going to be needed, of course, but Ross was always there at the end of the phone for advice and supply.'

Around this time, Ross introduced Anthony to Gary Haywood at APTuning in Norwich, who discussed various ECU options and specs for the car including turbo, cams and fuel system – Anthony had already bought a

engine as the base engine for the project. It was obviously a productive discussion, as Anthony decided that Gary would build and look after the running of the car, while Ross would supply the parts.

The car was completed midway through 2011 and used for the next two-and-a-half years for trackdays and to compete in the MLR Sprint Series. Through that time the car went through a series of gradual upgrades in specification, slowly evolving into what you see here today, albeit now sitting in a new shell.

'The shell swap came about at the end of 2013 and had been planned as the original one was getting past its best,' Anthony recalls. 'The rust from the rear of the car had made its way into the rear suspension mounts, so I bought a replacement shell with a view to having a weld-in rollcage fitted.'

However, before work on the new shell began, Anthony stumbled across a freshly completed and unused shell for sale on the MLR forum. It was just what he was looking for, so a deal was struck and the new shell was soon sitting on a spit







in Anthony's local bodyshop, Central Garage in Birdwell, for further work to be done.

Unfortunately, progress was slow due to their workload, but luckily, friends came to the rescue! Ryan and Scott of Darkside Developments in Barnsley stepped in to help out.

Better known for their work with Bavarian bahnstormers – Darkside are responsible for turning out some of the fastest VW/Audis in the country – the guys can turn their hands to anything with wheels and loaned Anthony the skills of their master fabricator, Danny.

'Danny was amazing. He worked evenings and

weekends to get the car how I wanted it,' explains Anthony. 'Including moving the steering column, seating position and pedals to suit the new seats, fabricating all the alloy trays and mounting points and also building a new exhaust system, modifying the intercooler pipework and fitting the V-bands to eliminate boost leaks.'

At the same time, Anthony also specified the use of a Hydroflow coupling system for the top intercooler pipework. Distributed by Specialty Fasteners and Components, it's the same quick-release system as used in the BTCC.

'The final bodywork and

paint preparation was carried out by Barnsley Bodyshop, who are on the same industrial site as Darkside Developments, which really helped with the logistics of getting the car ready in time to get it down to APTuning for the final preparation.' Anthony says. 'Myself and my good friend, Shayne, spent every spare hour, night and weekend getting things stripped and dry fitted from the old car to the new car. We checked, cleaned or replaced all the parts ready for the final build-up after paint was finished, and I had all the underside, engine bay, rollcage and cabin painted

**BUTCHERED BUMPER**  
**LOOKING AT ANTHONY'S EVO, YOU MAY HAVE NOTICED THAT FROM THE REAR YOU CAN SEE A GREAT DEAL MORE OF THE MASSIVE 10.5IN WEDSPORT WHEELS WRAPPED IN MICHELIN WET TYRES THAT YOU NORMALLY WOULD. THIS IS BECAUSE THE REAR BUMPER HAS BEEN CHOPPED TO IMPROVE DOWN-FORCE BY WAY OF A DIFFUSER EFFECT. HAVING A DEEP FRONT BUMPER OR SPLITTER REDUCES AIR FLOW UNDER THE CAR WHICH CAN CAUSE LIFT, BY HAVING A LARGER AREA FOR ANY AIR THAT DOES FLOW UNDER THE CAR TO ESCAPE AT THE REAR OF THE CAR HELPS SPEED UP THE AIR UNDER THE CAR, EFFECTIVELY SUCKING THE BODY TOWARDS THE GROUND, IMPROVING GRIP WITHOUT ADDING DRAG**





in graphite grey.'

After installing all the running gear and getting the car rolling on its wheels, the build-up began in earnest. The wiring loom was made and a Cartek distribution module fitted to allow a single lightweight distribution unit for the whole control panel. The dash was also flocked, seats fitted, rear alloy firewall made and brake lines and pedal box plumbed in before the car went back into the paint shop for the final body fitting and respray in Mitsubishi Passion red.

'Once everything was built and painted, I delivered the car to APTuning for Gary to mate the new wiring loom to the MoTeC

second place behind Simon Norris and actually finished just in front of Gary in his own Evo VII race car – a result that Anthony was extremely happy with, especially considering the car's lack of testing.

'The following week I booked a trackday at my local track, Blyton Park, for some testing,' Anthony remembers. 'Everything was going fine but then, coming into the fastest section of the track, I heard a strange noise coming from under the bonnet, so I shut off the engine and waited to be recovered. Under further inspection there were particles of bronze material on the dry sump baffle plate, so it

that were required in the timescale we had to work with.'

Amazingly, Anthony only missed one round of the Sprint Series, but friend and fellow sprinter Steven Moore offered him a dual drive in his Class B car, which was ideally suited to the slippery Oulton Park track. Gary got Anthony's car sorted well in advance of the following round at Blyton Park, in which Anthony had a full day battling with Dave Rowe in his Pikes Peak prepped Evo IX, just managing to pip him by a whisker on the final run. The rest of the year was spent battling it out with the other front-runners in the series.

'It was a great year and the

## 'THE 2.3-LITRE STROKER UNIT TOOK A HELL OF A LOT OF PUNISHMENT'

ECU along with any upgrades we had decided,' says Anthony.

'It was then time to fire up the newly-shelled beast. We knew it was running when we stripped the old shell, but since then it had seen a lot of different hands working on it, so when the call came to say it was up and running, it was a major relief!'

With the car finished just in time for the first sprint of 2014 at Castle Combe, Anthony booked onto a test day the day before to get in some much-needed seat time. Although it rained all day and he had a slight issue with the gearbox sump plug leaking (which cut the day short), the next day the weather was fine and he had a great result of

was onto the trailer to go down to Norwich for Gary to investigate.'

Anthony got a call the following day saying the crankshaft had snapped. The engine was the original 2.3-litre stroker unit that he had purchased three-and-a-half years ago, so it had lasted well considering the punishment it had taken. This setback meant that it was back to the drawing board and Gary and Anthony discussed a new game plan for the Evo.

'We had to move fast as I wanted the car back together as soon as possible,' says Anthony. 'So, having decided on the direction, Gary and Ross pooled their resources to find the parts

results came, culminating with finally winning the title in 2014 after finishing second the previous two-years,' says Anthony. 'It didn't come without its problems though, as we had several issues with the gearbox and paddle shift system. Luckily, after a lot of heartache and toil, we've finally managed to sort it out and I've got high hopes for this year, including some new challenges.'

So whether it's through MLR sprints, Time Attack One Hit Wonders or entering into MSA hillclimb events, there'll be plenty of chances for Anthony to get his adrenaline fix in his Barnsley Bullet – a track terrorising Evo built to the highest calibre! **JP**

## TECHSPEC

### ENGINE:

2.37-litre, 4-cyl, 16v, 4G64 long-rod stroker built by APTuning, billet K1 crankshaft, Oliver rods, Wiseco asymmetrical pistons, ported head, uprated valves/springs, Jun 272 camshafts, Sparktech CDI coil-on-plug, AMS F1 inlet manifold, billet Omega Design rocker cover, MoTeC M800 ECU with launch control, flat shift, auto blip function, drive-by-wire throttle conversion, Bosch throttle body, APT Pace dry sump system and intercooler with 3in custom pipework, Koyo alloy radiator, APT custom fuel system with 2x Bosch 044 fuel pumps, swirl pot, dry break, ID 2000 injectors, rear boot-mounted fuel cell by Jazz, 3in side-exit exhaust system, RossSport 3582 HTA billet race spec V-band turbo kit

### PERFORMANCE:

700bhp on VPower/750bhp race fuel

### TRANSMISSION:

Maktrak 6-speed sequential, Geartronics paddle-shift, flat upshifts, clutchless down shifts with autoblip, Momentum Motorsport triple-plate Super clutch, carbon-fibre propshaft, Evo IX transfer box, non-ACD with Wavetrack differential, RS rear diff plates tightened for track use

### SUSPENSION:

Nitron 3-way adjustable coilovers with top mounts, Momentum Motorsport T45 front and rear subframes, front and rear arms and drop-links, Evo IX steering rack

### BRAKES:

Alcon race-spec 343mm discs with 6-pot calipers and Carbotech XP20 pads (front), Alcon race-spec 343mm discs with 4-pot calipers and Carbotech XP10 pads (rear), Tilton brake reservoir, RossSport Evo specific pedal box, twin master cylinders, hydraulic handbrake, braided lines throughout

### WHEELS & TYRES:

Set 1: 10.5x18in (ET12) WedsSport wheels; Set 2: 10x18in (ET15) Rota wheels. Michelin wet tyres, Avon slick tyres and 295/30/18 Yokohama Advan A050 road tyres

### EXTERIOR:

New Evo VI shell, stripped with all sealer removed and shell taken down to bare metal, all unwanted holes welded up including bulkhead firewall, fully lightened, all unwanted brackets and double skins removed, tunnel modified to accept later transfer box, AP Racing air-jack system, Momentum Motorsport wide-arch bodykit, lightweight fibreglass doors, carbon-fibre roof, bootlid and bonnet, carbon Kevlar DAMD front bumper, custom DJ Racecars rear wing with Omega Design custom billet wing uprights, boot floor removed, aluminium tray lowered below floor-line for better weight distribution, painted in Mitsubishi Passion Red

### INTERIOR:

Full TIG-welded T45 Momentum Motorsport rollcage with extra bracing, Cobra race seats with Takata 6-point harnesses, OMP Superleggera alloy steering wheel (quick release boss), lightened and flocked dashboard, Cartek power distribution module, custom wiring loom, lightweight Lithium battery, heated front screen





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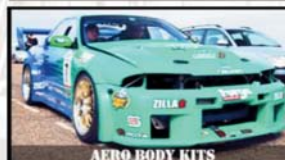
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HAS CREATED A MASHED-UP MOTOR MORE  
FREAKISH THAN FRANKENSTEIN!

# MONSTER MASH

WORDS: NICK TURNER PICS: DAN SHERWOOD





**W**hen life serves you up a big plate of bad luck, you've just got to dust yourself off and move on. That's exactly what Jamie Underwood from Hampshire did when his pride and joy blew up, right in front of his eyes! The MX-5 you see spread over these next few pages came about by pure fate. 'The MX-5 was only supposed to be a cheap and fun replacement whilst my Skyline was off the road,' Jamie admits. As with most of us, though, Jamie couldn't help but roll his sleeves up and see what he could do with the sporty little two-seater. His first port of call was to improve on that already well-proven MX-5 handling. A set of aftermarket coilovers were fitted that gave Jamie even more confidence when throwing the miniature Mazda around the twisty stuff. The fun was short lived, though, and in no time at all the Mazda popped its engine and spilled its guts all over the road. Rather than go on the hunt for a replacement car, though, Jamie took it as his golden opportunity to build something a little bit special.

Coincidentally, around the same time, a friend of Jamie's was in the process of an engine transplant on his Nissan S13. The old CA18DET engine was being evicted from its natural home with no place to go, so Jamie did the right thing and offered the potent 1.8-litre turbocharged lump a new home. In no time, a deal was struck between mates and the engine faced a new future. The knackered Mazda was limped into Basingstoke-based Japanese specialists, JDMmodified. Along with it came the S13 lump plus a shedload of other parts. Jamie owns the rolling road based inside JDMmodified, so it was easy for him to keep an eye on the progress of the build and get involved himself too. Considering that, to Jamie's knowledge, this transplant had never been carried out before, it meant there were no set rules on how to accomplish the swap. It was one big puzzle that the lads had to figure out for themselves. The MX-5 was stripped down and the terminally ill lump removed in preparation for its replacement. Everything was then measured up and planned out before the Nissan powerplant was shoehorned







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in. 'Making the engine fit and work properly was crazy hard!' laughs Jamie. 'There's just so many things you have to think of – even the dash clocks had to be changed.' As well as nicking the Nissan's lump, the lads also pillaged the S13 for its gearbox, wiring loom, stage three cams, short-shift kit and a modified prop shaft. Having all these parts made things a little

easier, but the task of getting it running was far from over.

To squeeze the CA18 into its new home, the air-conditioning and ABS have been removed and the guys had to custom fabricate the engine and gearbox mounts from scratch. The sump, exhaust and all the inlet pipework are also custom made parts that have been created in-house in order to

make everything fit inside the MX-5's small engine bay. The end result is unsurprisingly snug, but the guys have done a top job of making it look as factory as possible. Even the less obvious things have been taken care of such as relocating the oil filter and windscreen washer bottle. The performance mods didn't stop at the engine transplant, though. Jamie has







## 'WHEN IT HIT BOOST A TWO-FOOT FLAME SHOT OUT OF THE BONNET'

added an uprated intercooler with a thicker core and a high-flow racing radiator to take care of cooling the Mazda's new Nissan motor. The boost pressure has been tweaked thanks to a GReddy Profec B Spec 2 boost controller and an AEM EMS4 standalone ECU, which has been mapped by the talented guys at Rabbid Motorsports. One of Jamie's favourite mods is the custom screamer pipe that pokes straight out of the bonnet! It's quite the talking point, and rightly so. 'The first time I took my girlfriend out in the car I didn't tell her it had a screamer pipe. As soon as I hit boost, a two-foot long flame shot out the pipe and it scared the life out of her – she nearly killed me!' Jamie chuckles. The end result

is an impressive 300bhp, which, when you consider just how small and lightweight the MX-5 is, makes for quite an interesting drive! Although the engine was physically in place relatively quickly, it took a good few months of trial and error to get everything spot on. After the first test run it was apparent that the front end was too heavy, so the car went back in to have components moved around and tweaked until they got the weight distribution spot on.

Of course, Jamie knew that the MX-5 needed suitable chassis mods to help it cope with its newfound power before he could really enjoy it. The whole car has been fully polybushed and both the front and rear anti-roll bars have been upgraded to Eibach parts.

When it came to sorting the suspension out, Jamie turned to the tried and tested MeisterR coilovers. This combination of parts has given him the confidence he needs to get that power down through the bends without fear that he will head straight for the closest ditch. Of course he's also sorted out a top set of brakes to rein in that 300bhp when he does let it off the leash. The front and rear of the car is now running grooved discs, EBC GreenStuff pads and braided brake lines, which give plenty of stopping power. No corners have been cut with the wheels, either. Jamie has gone for a set of staggered 8x15in and 9x15in Rota Grid V wheels running grippy Toyo Proxes T1R tyres. Jamie ran the car around like this for about

six-months before bad luck took another swing at him.


The bodywork on the car was pretty rough, so much so that it had started to rot in places. It didn't make sense to just repair the rust, so he sourced a mint condition rolling shell. It was then back into the workshop with the MX-5 so that everything could be swapped over. This time the guys took the opportunity to give the exterior a new look. The previous car had bolt-on arches, but this time the lads have rolled and pulled the factory arches to give the car a more natural look. A GV front lip and skirts have also been added. The old headlights have been replaced with Jass Performance low-profile versions that only lift up nine



centimetres giving the car better aerodynamics and, apparently, a higher top speed. Either way, they look great! The whole car was then re-painted black whilst the engine bay, wishbones and subframe have been highlighted in bright orange paint.

The interior is just as impressive as the exterior. A TR Lane half rollcage has been added and finished in the same orange paint. The dash clocks, which needed replacing as the Mazda items refused to cooperate with the new Nissan heart, are now a complete custom setup using parts from a motorbike display. The rest of the dash has been flocked and an uber expensive 'Keys' race steering wheel added, which is lovely to hold and also adds oodles of scene points from those in the know. The centre console has been removed and replaced with a custom version which now houses the starter button and aircraft style toggle window switches. Jamie has even added a simple stereo setup using a CD headunit and Vibe black air components.

What started out as a regular run-of-the-mill nippy little MX-5 quickly turned into the kind of complicated transplant surgery that even doctor Frankenstein would swear at. The end result is simply awesome though, and definitely worth all the blood, sweat and tears that Jamie and the guys at JDModified have gone through.

A car that maintains the MX-5's razor-sharp handling characteristics mashed up with the raw power of the tuneable CA18DET engine, all wrapped up in a mean and moody package that spits flames and scares children at fifty paces, is just the kind of monster that we would like to come across down a dark alley! 

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GENERATION OF THE MX-5 WITH  
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## 'THE KIND OF TRANSPLANT SURGERY EVEN DR. FRANKENSTEIN WOULD SWEAR AT'

### ENGINE:

1.8-litre, 4-cylinder, 16v, CA18DET engine from a Nissan S13, S13 wiring loom, short shift kit, stage 3 cams, engine mounts, custom sump, exhaust, inlet pipework, exhaust manifold, oil catch can, washer bottle relocated to the boot, ABS delete, AC delete, screamer pipe, high-flow racing radiator, oil filter relocation kit, oil cooler kit, GReddy Profec B Spec 2 boost controller, large core intercooler, TiAL wastegate, Blitz dump valve, chrome bonnet lifter kit, AEM EMS4 standalone ECU

### PERFORMANCE:

300bhp

### TRANSMISSION:

S13 five-speed gearbox, modified prop shaft, short shift kit, gearbox mount, custom MX-5 rear diff housing, Kaaz LSD

### SUSPENSION:

MeisterR coilovers, Polybush bushes throughout, Eibach front and rear heavy-duty anti-roll bars

### BRAKES:

Grooved discs front and rear, EBC GreenStuff pads front and rear, braided brake lines front and rear

### WHEELS & TYRES:

8x15in (front) and 9x15in (rear) staggered Rota Grid V wheels with 195/45/15 and 215/45/15 Toyo Proxes T1R tyres

### EXTERIOR:

Rolled and pulled arches front and rear, GV front lip, side skirt air diffusers, carbon-fibre slam panel and scuttle panel, full respray in gloss black, engine bay, shuts, wishbones and subframes painted orange, Jass Performance low profile headlights, stealth TSIs, offset number-plate holder, lightweight retro wing mirrors, orange tow strap

### INTERIOR:


TR Lane half rollcage, custom made dash setup from a motor bike dash and custom clocks, kit-car lightweight heater, half flocked dash, Keys racing steering wheel, NRG short steering wheel hub with quick release, custom made centre console with starter button, aircraft-style toggle window switches and surround, Broadway 300mm wide angle rear view mirror, keyless entry kit, Vibe Black Air carbon-fibre component speakers


### THANKS:

Big thanks to JDModified for putting up with me, Hampshire Rolling Road, Rabbid remaps for the mapping work










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# R

## IS FOR RACING

TEGIWA IMPORTS HAS MODIFIED THE WEAKNESSES OUT OF ITS FN2 TYPE-R, READY FOR BATTLE IN THE ULTRA-COMPETITIVE CIVIC CUP

WORDS: DAN GOODYER PICS: DAN SHERWOOD





**R**acing. Adrenalin. Excitement. The Honda Type-R brand is driven by our need for speed. When you get behind the wheel of a Honda with the famous red 'H' logo, you know it's been engineered to come alive at the track. This makes them a great base on which to build a cost-effective racecar. Something that Luke Sedzikowski, the creator and driver of this selectively-modified FN2 Civic Type-R, is fully aware of.

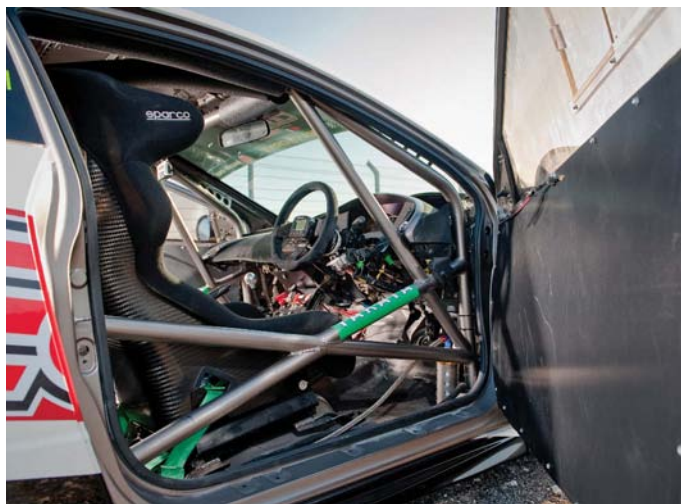
Luckily, Luke is also co-owner of Tegiwa Imports, a business specialising in supplying performance parts, primarily to the Honda tuning community. Two-years ago he

became involved in the Civic Cup, a racing series that allowed lightly-tuned 1600cc Hondas to race each other all around the country. These days Tegiwa are the headline sponsor and the Civic Cup has grown into a fully MSA-approved Championship, with both 1600cc and 2000cc cars sharing the track, and a lot more tuning goodies to bring the lap times down while keeping the racing competitive.

'I started out in 2013 behind the wheel of a CRX,' explains Luke. 'It made sense for me because I've always been a CRX man. That's how Tegiwa started. Both myself and my business partner Johnny

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WHAT'S IN A NAME? 'TEGIWA MEANS "PERFORMANCE" IN JAPANESE,' SAYS LUKE BEFORE ADDING: 'TECHNICALLY THE WORD SHOULD HAVE A POSITIVE OR NEGATIVE PREFIX, BUT EVERYONE WE'VE SPOKEN TO FROM JAPAN UNDERSTANDS WHAT WE'RE GETTING AT, SO THAT'S GOOD ENOUGH FOR US. WE STARTED NINE-YEARS AGO AND HAVE EVOLVED FROM A JAPANESE CAR IMPORTER TO A CAR PARTS MANUFACTURER AND DISTRIBUTOR. THE WORD 'PERFORMANCE' DESCRIBES OUR BUSINESS PERFECTLY BECAUSE WE LIKE OUR PARTS TO BE PERFORMANCE-TESTED ON BOTH ROAD AND TRACK, AND IDEALLY THROUGH RACING. HENCE OUR INVOLVEMENT WITH THE CIVIC CUP WE ALSO OFFER PARTS FOR OTHER MARQUES INCLUDING MITSUBISHI EVOS AND MAZDAS.' [WWW.TEGIWAIMPORTS.COM](http://WWW.TEGIWAIMPORTS.COM) (01782) 334440

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Gardiner were really into them, but finding tuning parts was a nightmare. They were either really expensive or not proven in racing situations, or simply not available at all. Eventually we started sourcing parts ourselves and that's how Tegiwa grew.

'After checking out the Civic Cup, I noticed that no-one else was running a CRX at the time. The oldest car was an EG Civic. With a few tweaks the CRX went really well, amazingly well, really. It was so light and with double-wishbone suspension – rather than the MacPherson strut and torsion beam stuff you get on the latest Civics like this FN2 – it was brilliant from the start. We lacked a bit of power down the straights compared to the 2.0-litre cars of course, but made up time in the corners.'

Next came an EP3 Civic Type-R, also with some success. After many podiums and a win at Cadwell Park last





year, Luke decided it was time for a new car: 'I like to try and build a new car every year. I enjoy it and it allows us to develop and test new product ranges too. The FN2 has just become legal in the Civic Cup, so I've gone from the lightest and smallest car on the grid, to the largest and heaviest. The K20Z4 motor is standard internally, but by concentrating on making the car handle properly, the early indications are that the car will be extremely competitive.'

'With the FN2, Honda decided to install a rear beam rather than double wishbones, so I've effectively gone from the best suspension setup on the grid to the worst. So this was obviously the place to start. We have a partner in Taiwan called Yellow Speed and we're the European distributors ([www.yellowspeedeurope.com](http://www.yellowspeedeurope.com)). A lot of companies import components from abroad to

reduce costs but this wasn't the main thing that attracted us to Yellow Speed; they have their own race team and put their products under racing conditions. They run a 300bhp EP3 and DC5, both with K24 NA engines. So you know all their products have been tested, adjusted and refined on the track. They aren't just for making your car look good, although they'll do that too, of course.'

Luke has helped develop this line of Yellow Speed FN2 coilover suspension; testing different spring and damping rates to find what works. The Yellow Speed dampers have become one of the control items in the Civic Cup and it's a status that's been rightly earned. Without the coilovers on, Luke says the FN2 has a tendency to understeer. Arguably 'safer' on the road for people who can't drive properly, but the complete opposite of

what a skilled driver wants on the limit.

The addition of a rear anti-roll bar certainly helps, too. This is a weird omission on the standard FN2 and often the first thing people fit to try and cure understeer in a front-wheel drive car! Luke uses an adjustable Whiteline anti-roll bar, complemented by Tegiwa subframe locking collars and a full Polybush kit. Even the engine mounts have been given poly inserts to reduce the amount of engine rocking. This all helps keep everything taught, meaning the suspension can work better and Luke gets direct feedback from the car.

Luke has some more advice for anyone with an FN2: 'Along with suspension mods, I'd advise anyone with an FN2 to fit a limited-slip differential immediately! Traditionally, the Japanese Type-Rs all have LSDs but the European models miss out sometimes. Perhaps

because of cost-saving again? Take the EP3 Civic Type-R for example: the JDM models have an LSD while the Euro models don't. It's a similar story with the FN2, and the difference between an FN2 with and without a limited-slip differential is night and day.'

Tegiwa stocks the full range of MFactory LSDs and gear kits. If you haven't come across these products before, do some YouTube searching because there are plenty of videos of light tuned Hondas with custom MFactory gear-sets and final drive ratios. The results can be astounding. Luke has gone for the full plate-type LSD, as his car is a pure racer. This means the diff is quite aggressive, grabbing onto the road so the front-end sticks like glue. Lift-off oversteer is always available, allowing Luke to tighten his line and dive down the inside.

However, if you have a tuned road car then MFactory also sell

# 'IN STANDARD TRIM, THE FN2 TYPE R HAS A TENDENCY TO UNDERSTEER'





# 'THE FIRST TWO MODS I'D SUGGEST FOR AN FN2 WOULD BE AN LSD AND COILOVERS – FAR MORE IMPORTANT THAN EXTRA POWER'



a helical LSD that still offers a huge improvement in front-end traction, but has better manners on the road. Both bits of kit are available for less than you might think – under £600 for the helical option.

While the gearbox was open, Luke took the opportunity to fit a set of Synchrotech carbon-lined synchros. In partnership with the Tegiwa short-shifter, the gear-change is now very precise and has the added benefit of protecting the gear set from damage. The engine is standard internally, with only a few bolt-ons allowed to keep it under the 230bhp power limit.

A Tegiwa exhaust manifold and cat-back system allows the engine to breathe easier, along with a Tegiwa airbox and intake pipe. The fuel tank is foam-filled to make sure the fuel pick-up never runs dry and the battery is a lightweight 2kg Super B job. The ECU has been mapped by TDi North to make

sure it runs absolutely up to the 230bhp limit but no more. The rules are designed to keep all the cars competitive on the track, even though in 2015 the 1600cc and 2000cc cars will be separated after the race, with a podium for each class. The cars will all race side-by-side though, from the same grid. 1600cc cars can put out 190bhp and weigh 1010kg (including driver), while the 2000cc cars like Luke's FN2 are allowed 230bhp and must weigh no less than 1250kg including the driver.

Another new development for 2015 is the switch to a Nankang NS-2R control tyre. This bit of rubber has been gaining popularity very quickly, and Luke has nothing but good things to say about it: 'I've used other brands of tyre in the past and they would last one race weekend at best. In comparison, these Nankangs are incredible! They're half the price to buy, last twice as long and have just as much grip,

maybe more! These are the more aggressive 120 compound, too. If initial testing is anything to go by – and we've used them on six trackdays to fine-tune the Yellow-Speed coilovers – they should last two or three race weekends.'

As for the dark art of tyre pressures and damping changes for weather conditions, Luke will have some help this year. Over the past two-years he's done all the work on the car himself. However, for 2015 he's employed the expert help of RevoWorks. 'Several companies have become interested in the Civic Cup, offering support at race weekends, but RevoWorks appeared the most professional to me. They understand both the Championship and the cars, so hopefully they will help me go even faster this year. If nothing else, it's going to be nice to not have to pick up a spanner and concentrate on my driving. Although I will probably

still chip in from time to time, we'll just have to wait and see,' he laughs.

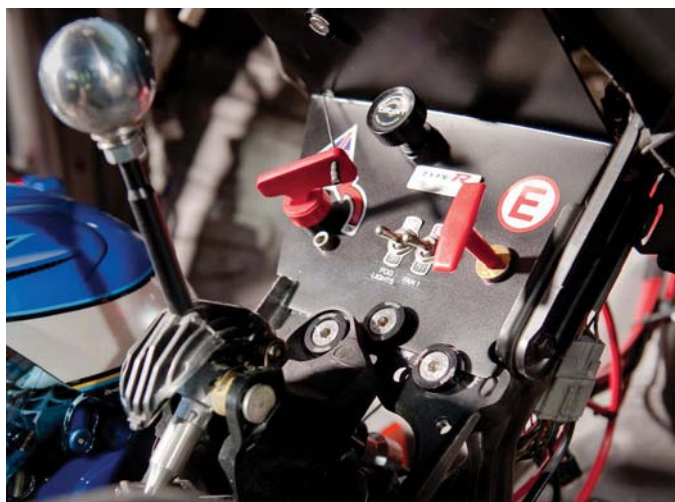
In a world of million-pound supercars and internet forum 'top-trumps', there will always be something quicker, whatever you drive. But you know that in a Type-R, every component has been chosen to help make the car as fast as it can be for the money. So with some careful selection of components, you can build a hot Honda that is far faster than its price tag would suggest. In fact, you don't even need a Type-R to have fun. An SiR, Sport or VTi could all offer even cheaper smiles per mile, and there have been plenty in the Championship. Better still, if you fit the relevant safety equipment you too could be sat alongside Luke on the grid at your first ever Civic Cup Championship race. If the thought of being a racing driver has ever crossed your mind, you'll struggle to find a better entry into motorsport. **JP**





**CAGED ANIMAL**  
SW MOTORSPORT HAS CREATED A WELD-IN CAGE FOR THE CAR, WHICH HAS HELPED STIFFEN THINGS UP A LOT. THEY ALSO FLOCKED THE DASHBOARD, SO THERE'S NO GLARE ON THE WINDSCREEN IN SUNNY WEATHER. THE REST OF THE INTERIOR IS PREDICTABLY BARE, WITH JUST A SPARCO CARBON BUCKET SEAT, 300MM STEERING WHEEL COMPLETE WITH LAP TIMER AND A TAKATA 6-POINT HARNESS. SW MOTORSPORT IS ANOTHER COMPANY ABLE TO BUILD YOU A COMPETITIVE RACECAR FOR THE TEGIWA CIVIC CUP TO ANY BUDGET. YOU CAN FIND THEM AT [WWW.SWMOTORSPORTS.CO.UK](http://WWW.SWMOTORSPORTS.CO.UK)

**BRAKING FORCE**  
LUKE CLAIMS THE FACTORY BRAKES ARE VERY GOOD, AND ONE OF THE STANDARD CAR'S STRONG POINTS. HOWEVER, THIS IS RACING AND EVERY ADVANTAGE COUNTS. SO THE REGS ALLOW FOR SOME MINOR UPGRADES THAT MAKE A BIG DIFFERENCE. ON LUKE'S CAR, THE TRANSFORMATION COMES FROM THE REMOVAL OF THE ABS SYSTEM, THE ADDITION OF GROOVED RACING PERFORMANCE DISCS AND BESPOKE CIVIC CUP PADS, ALONG WITH HEL PERFORMANCE BRAIDED LINES AND UPGRATED BRAKE FLUID TO HELP PROVIDE A FIRMER, MORE CONSISTENT PEDAL FEEL. A TILTON BIAS VALVE ALSO ALLOWS LUKE TO ADJUST THE BRAKE FORCE BETWEEN THE FRONT AND REAR WHEELS



## TECHSPEC

### ENGINE

2.0-litre, 4-cyl, 16v i-VTEC K20Z4, Tegiwa exhaust manifold, Tegiwa cat-back exhaust system, Tegiwa airbox and intake pipe, Tegiwa carbon-fibre cooling plate, Tegiwa anti-surge foam-filled fuel tank, Skunk2 bling kit, Tegiwa carbon-fibre spark plug cover, Super B lightweight 2kg battery

### POWER:

230bhp

### TRANSMISSION

6-speed manual factory gearbox, Synchrotech carbon-lined synchros, MFactory plate LSD, Tegiwa shortshift

### BRAKES

OE calipers with Racing Performance Brakes grooved discs with Civic Cup pads, Racing Performance Brakes full brake line kit with ABS delete and Tilton bias valve, HEL Performance braided lines

### SUSPENSION

Yellow Speed Racing Premium Competition coilovers, Whiteline rear anti-roll bar, Tegiwa Imports subframe locking collars, full Polybush kit including engine mount inserts

### WHEELS & TYRES

8x17in Enkei alloy wheels from a Mitsubishi Evo IX (now replaced by 5ZIGEN FN01R in black) wrapped in 235/40/17 Nankang NS-2R 120 tyres

### INTERIOR

SW Motorsport rollcage, Sparco carbon-fibre seat, 300mm steering wheel with Solo Lap timer, NRG snap-off steering wheel boss, flocked SW Motorsport dash, Takata 6-point harness

### EXTERIOR

Mugen replica body kit, Tegiwa carbon-fibre vented bonnet, Tegiwa rear spoiler, polycarbonate windows



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Accord Type-R CH1 1998-2003, with Cat Replacement	£ 749.19	Full System with Cat Replacement	£ 658.38	Full System with Sports Cat	£1,117.12
Accord Type-R CH1 1998-2003, Full System without Cat Replacement	£ 681.08	Lancer Evo 4/5/6		Lancer Evo X	
Accord Type-R CH1 1998-2003, Full System without Downpipe	£ 643.25	Full System without Cat Replacement	£ 605.40	Full System with Cat Replacement	£ 857.66
Accord Type-R CH1 1998-2003, Full System without Downpipe	£ 643.25	Lancer Evo 4/5/6		Lancer Evo X Cat Back	£ 699.10
Accord Type-R CH1 1998-2003, Cat back	£ 552.44	Full System without Downpipe	£ 514.59	<b>NISSAN</b>	
Civic Sport EP2 2001-2005, Cat Back	£ 446.49	Lancer Evo 4/5/6 Cat Back	£ 454.05	300ZX (Does not fit SWB cars), Cat Back	£ 718.92
		Lancer Evo 7/8/9		350Z, Cat Back and Cat Replacements	£1,051.90
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# THE AMERICAN DREAM

WORDS: DAN FURR PICS: BRYN MUSSELWHITE

RISHIE GARG OWNS A SUCCESSFUL TUNING PARTS COMPANY WHICH GREW OUT OF HIS LOVE OF JAPANESE METAL. THIS SUPERCHARGED SCION FR-S IS THE LATEST RIDE TO BENEFIT FROM HIS EXPERTISE...

**K**nown as the land of opportunity, America promises to deliver the dreams of those bold enough to attempt to grab them. It may sound unlikely to us hardened Brits but, for Rishie Garg, his dream of owning a tuning parts supply firm became a money-spinning reality leading to the creation of this jaw-dropping supercharged coupé.

If there's one Japanese car that has set the tuning world alight in recent years, it has to be the Subaru BRZ. Depending on where in the world you're located, you might also know

this awesome sports coupé as the Toyota GT86. And if you happen to be a Californian named Rishie Garg, then you'll recognise it as the Scion FR-S!

Of-perplexing badge engineering has long been a popular (and profitable) exercise for car manufacturers, but the bottom line is that Rishie is in possession of an undeniably cool pocket rocket, regardless of the name it carries.

This isn't his first foray into rear-wheel drive hoonery, however, and he cites his love of Japanese motors as coming about as a consequence of

driving a second-generation Mazda RX-7 owned by a school friend. 'I used to compete in car audio competitions with my Ford Probe V6,' he recalls. 'I was totally smitten with the Blue Oval until my mate offered me the keys to his RX-7. I was blown away by the Mazda's handling abilities, and my enthusiasm for building massive in-car entertainment systems quickly became a thing of the past!' he says.

Before long, Rishie had bought an RX-7 of his own. He involved himself in the burgeoning West Coast Mazda











tuning scene, and his contributions to online club forums and real-world get-togethers earned him a reputation as a knowledgeable enthusiast who happened to be handy with a set of spanners. 'I'd equipped my car with upgraded dampers, lowering springs, aftermarket anti-roll bars and various chassis stiffening products, and I soon found myself inundated with enquiries from likeminded Mazda owners who were keen to drop their own cars with similar shock and coil configurations. It was at that point that I began to entertain ideas of importing JDM tuning products for the benefit of Stateside RX-7 pilots,'

he explains.

It was the turn of the century, and Japanese manufacturers including JIC and Rays Engineering were keen to introduce their brands to the USA's modified car community. Rishie had established AutoRnD, his aftermarket parts supply firm, and he was hoping to secure North American distribution rights for the output of both overseas companies. 'Successful negotiations led me to sign deals with JIC and Rays. The latter produces Volk Racing rims, which have since become a staple ingredient of SEMA showstoppers and USDM magazine feature cars,' he beams, acknowledging the part he has played in bringing these

wicked wheels to the masses.

It's AutoRnD's early triumphs that lead us to the car that Rishie is in possession of today: as the business grew, it managed to bag exclusive distribution rights for products associated with a variety of well-known brands, including that of racing brake manufacturer, Endless. In fact, AutoRnD was the sole supplier of Endless stoppers, AME and Work wheels across Canada and North America for a lucrative three-year period, and this led to a collaboration with the radiant red Scion's former owner, automotive styling house, Fatlace.

'I approached Fatlace's founder, Mark Arcenal, in the

hope of working on an entirely new wheel design that we could promote as a joint venture,' continues Rishie. 'It was while visiting Mark's workshop that I caught sight of the supercharged FR-S that he was intending to use as a Fatlace promotional tool. I was in awe of the car laid out in front of me, and I kept tabs on its development as the project progressed,' he tells us.

Every part of the sensational Scion had been removed, rebuilt or replaced with upgraded components. Its lights had been littered with LEDs, its original bodywork had been chopped up in order to accommodate a Rocket Bunny wide arch kit, a redesigned front





THE NAME GAME  
THE ORIGINS OF THE  
GT86/BRZ/FR-S CAN BE TRACED  
BACK TO THE DETROIT MOTOR  
SHOW OF 2007. A PROTOTYPE  
COUPE REVEALED BY TOYOTA  
AND NAMED 'FT-HS' HAD MANY  
OBSERVERS WAXING LYRICAL  
ABOUT THE POSSIBILITY OF A  
PRODUCTION VERSION  
EQUIPPED WITH BOTH A 3.5-  
LITRE V6 AND AN ELECTRIC  
MOTOR. 400BHP WAS THE  
CAR'S PROPOSED POWER OUT-  
PUT, BUT TOYOTA SHELVED THE  
PROJECT FOLLOWING ITS DECIS-  
ION TO PURCHASE A SIGNIFI-  
CANT PORTION OF FUJI HEAVY  
INDUSTRIES (THE PARENT COM-  
PANY OF SUBARU). A COLLABO-  
RATION BETWEEN TOYOTA AND  
SUBARU BEGAN IN 2009, WITH  
THE FT-HS USED AS THE INSPI-  
RATION FOR A NEW, REAR-  
WHEEL DRIVE SPORTS COUPE,  
RESULTING IN THE FIRST PRO-  
DUCTION GT86/BRZ/FR-S. IT  
DEBUTED AT THE 2011 TOKYO  
AUTO SHOW, AND THE REST, AS  
THEY SAY, IS HISTORY!

bumper had been installed,  
and the rear of the car featured a  
custom diffuser.

Massive Volk TE37SL  
wheels wrapped in Toyo Proxes  
tyres were tucked under the  
body kit's flared arches, KW V3  
coilovers slammed the car's  
belly to the ground, and a  
powdercoated Brembo Gran  
Turismo brake kit ensured that  
instant stopping power was  
available following the upgrade  
to forced induction.

'Mark added a bolt-on  
Vortech supercharger  
managed by an EcuTek ECU  
that pushed the car's power  
past the 340bhp mark,' says  
Rishie. That's a significant  
increase over the model's  
factory quoted output of near-



## 'A SUPERCHARGER PUSHES THE POWER TO OVER 340BHP'





200bhp, and it enabled the fettled FR-S to match its incredible looks with a serious level of performance. This was an attribute that didn't escape the attention of the American motoring media; the car was exhibited on the Toyota stand at the Las Vegas SEMA show in 2012, and it went on to become the focus of a number of written articles centred around the availability of tuning parts for the GT86/BRZ/FR-S.

It was 'mission accomplished' as far as Mark was concerned, and he revelled in the newfound fame that the car had delivered to Fatlace's door. That said, two years and five-thousand miles of happy

motoring later, he was ready to move on to his next project. Looking on with envious eyes, Rishie wasted no time in registering his interest in becoming the Scion's second owner. 'I'd sold my RX-7 in favour of a sensible family hack following the birth of my two children. Mark's FR-S struck me as being the perfect route back into modified car ownership, and I grabbed its keys as soon as he announced that it was for sale,' he confirms.

One of the reasons that so many petrolheads try to seek out a standard example of the model that they wish to tune is to avoid the chances of anyone suggesting that they recognise

the car from the time it spent with its previous owner. After all, who wants to invest copious amounts of money and elbow grease into a project, only for somebody else to take the credit?! It was with this in mind that Rishie vowed to make drastic changes to his new toy, and he immediately set about altering it accordingly.

'I was talking with event organiser, Jim Pan, who was in the throes of building a heavily-modified RX-7 that he planned to unveil at 2014's SEMA Show,' he says. 'Sponsors were lining up to get involved with the Mazda, and I asked Jim whether or not he thought that the same parts suppliers would

be interested in helping me to rebuild the FR-S. To my amazement, the response was 'yes', and I was soon being urged to compile a wish list of wheels, suspension, interior and exterior components!' Rishie gasps.

The Scion's outlandish body kit, its Brembo brakes and its forced induction system remained, but Rishie replaced the car's KW dampers with Stand Pro Comp 2 adjustable coilovers, Swift springs and an ISM air cup lowering system. Further chassis enhancement came in the form of Cortex tie rods, Stance Extreme Drop lower control arms, Whiteline anti-roll bars and bushes,

## I COMPILED A WISH LIST OF PARTS TO ENHANCE THE FR-S'





Cusco strut bars and a front power brace. A Tomei exhaust system comprising equal length manifolds, an enlarged downpipe and titanium decat pipework also joined the party, while staggered 19in AME Shallen MX wheels with painted centres and Nitto tyres were soon adding themselves to a hugely desirable parts pile.

Its solid red topcoat was one of this FR-S's most eye-catching characteristics, but Rishie wanted to substitute it for a pearlescent shade that had never been seen before. Working with BASF USA, he created a new hue that has since been launched as 'Tandoori Candy Red'. Covering the entire body of the car, it catches light

and adds a depth of colour that simply wasn't evident in the factory paint.

Meanwhile, changes were afoot in the red road rocket's cockpit; a Sabelt quick-release steering wheel and GT-140 bucket seats with Takata safety harnesses populate a cabin that plays host to a Cusco rollcage and a TRD quickshift kit. It's a space that retains many OE creature comforts while offering itself up for time at the track. 'My intention was to show the car at SEMA before testing the ability of my lead foot at the racing circuit,' admits Rishie. 'Unfortunately, the build has been completed to such a high standard that I'm afraid to use the car in anger for

fear of ruining its pristine bodywork!' he sighs. That sounds like a nice problem to have, although we understand why he is reluctant to race his superb Scion, especially after it became the star attraction on Nitto's SEMA stand.

Job done? Not quite: plans are afoot to add a Giken limited-slip differential in place of the factory unit. Otherwise, Rishie intends to use his substantial list of connections and parts from his growing tuning company to maintain his ride to the standard that it has grown accustomed to. That's great news to hear, and it proves the theory that the American dream is definitely all it's cracked up to be. **JP**



POCKET ROCKET  
UNLIKE MOST OTHER AERO KITS, A ROCKET BUNNY BODY STYLING PACKAGE BEGINS WITH A LASER SCAN OF THE HOST MODEL. THIS CREATES A THREE-DIMENSIONAL DIGITAL RENDERING OF THE FACTORY-SPECIFICATION VEHICLE, THUS ENABLING ROCKET BUNNY HEAD HONCHO, KEI MUIRA, TO FAMILIARISE HIMSELF WITH EVERY SHAPE, CONTOUR AND FEATURE OF THE CAR'S OE DESIGN. A COMPUTER-GENERATED RENDERING IS THEN REVISED AND REFINED UNTIL KEI'S DESIRED BODY KIT DESIGN CAN BE TRANSFERRED VIA DIGITAL DATA TO A CNC MILL. FROM THERE, MASTER MOULDS ARE CREATED, AND GREAT CARE IS TAKEN TO PRODUCE EACH FINAL BODY KIT COMPONENT. THE END RESULT IS A PERFECT-FIT AERO KIT, AS CAN BE SEEN ON RISHIE'S FANTASTIC FR-S

## TECHSPEC

### ENGINE:

2.0-litre, 4-cyl, 16v FA20 DOHC boxer, EcuTek ECU and map, Vortech supercharger kit, Koyo radiator, Tomei equal length exhaust manifold, Tomei enlarged downpipe, Tomei Expreme decat pipe, Tomei Expreme cat-back 'Type 80' titanium exhaust system

### PERFORMANCE

340bhp, 240lb ft torque, 0-60mph sub 5-seconds, overall weight 1270kg

### TRANSMISSION:

Rear-wheel drive, factory six-speed manual gearbox, OEM Torsen limited-slip differential

### SUSPENSION:

Stance Pro Comp 2 double adjustable coilovers with external reservoirs, Swift springs, ISM Air Cup Lifter system for front struts, Cortex racing tie rods, SPL rear traction rods, SPL rear toe rods with Eccentric lockout, Stance Extreme Drop rear lower control arms, Whiteline anti-roll bars and subframe bushes, Cusco front and rear strut braces, Cusco adjustable front power brace, Cusco lower arm bars, Cusco rear bumper beam support bar

### BRAKES:

Powdercoated Brembo Gran Turismo six-piston (front) and four-piston (rear) calipers, Brembo cross-drilled discs, performance pads, Endless EF650 brake fluid

### WHEELS & TYRES:

9.5x19in (front) and 10.5x19in (rear) AME three-piece forged Shallen MX wheels with brushed lips and painted spokes, 225 Full respray in custom colour (BASF 'Tandoori Candy Red'), Rocket Bunny Version 2 wide body kit, Seibon carbon-fibre bonnet and boot lid, Rocket Bunny Version 3 rear wing, JDM headlights, Meng Motorsports HID lighting kit, DRL LED kit, SharkFin antenna, custom graphics

### EXTERIOR:

Full respray in custom colour (BASF 'Tandoori Candy Red'), Rocket Bunny Version 2 wide body kit, Seibon carbon-fibre bonnet and boot lid, Rocket Bunny Version 3 rear wing, JDM headlights, Meng Motorsports HID lighting kit, DRL LED kit, SharkFin antenna, custom graphics

### INTERIOR:

Sabelt GT-140 FIA bucket seats, Takata safety harnesses, Cusco six-point roll cage, Sabelt SW-90 350mm leather-clad steering wheel, Works Bell Rapfix quick-release boss and short hub, TRD quickshifter kit

### THANKS:

TRA Kyoto 6666 Rocket Bunny, GReddy USA, AutoRnD, BASF Refinish, Brembo USA, Cusco USA, Diamond Autobody, Fatlace Motorsports, Meng Motorsports, Nitto Tire USA, Sabelt USA/Race Technologies, Seibon Carbon USA, Takata USA, Tomei USA, Touge Factory/Stance Suspension USA, Tuner Galleria





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# DRAG MEETS DRIFT

IT'S THE GRASSROOTS MOTORSPORT CHAMPIONSHIP TAKING THE SCENE BY STORM, AND AFTER SHOWCASING ALONGSIDE THE BRITISH DRIFT CHAMPIONSHIP, GYMKHANA GRID AND THE PLAYERS SHOW, WE THOUGHT IT WAS ABOUT TIME TO TELL YOU ABOUT FUELTOPIA BARREL SPRINT

WORDS: DAN SHERWOOD PICS: DAN FENGENT



**W**ith its unique combination of head-to-head drag racing, drifting and pure driver skill, barrel sprinting tests competitors to the maximum. And although, on paper, driving around a few barrels looks like a piece of cake, the reality of getting your time on to the top of the leaderboard is much harder than you might think. Sit back and let JP fill you in on what it's all about...

## GETTING STARTED

The Fueltopia Barrel Sprint (FBS) is a very affordable entry into motorsport as, unlike most other motorsports, all you need to participate in an event is a valid UK driving licence, a car, helmet and the £35 signing-on fee. Organised around the tried and tested Run-What-Ya-Brung format, the sport has grown over the past four years and now classes are split to make the competition that bit harder. The events themselves are very exciting with the focus being more on driver skill and technique than overall speed, allowing anyone with a car to enter, no matter if it's RWD, AWD or even FWD. The great thing about FBS is that having lots of power isn't always the best way to win, as it's just as important to be agile as it is powerful. So far in the competition, a lot of smaller engined cars have surprised bigger engined metal on many occasions, so it really is a motorsport that is open to all levels of driver and all cars.

## WHAT IS BARREL SPRINT?

Far from being a simple straight drag, in FBS drivers must complete the dedicated 100m long lane navigating their way around three barrels set at approximately 30m intervals by lighting up their tyres and initiating full 360 degrees drifts round each one (one barrel must be taken in the opposite direction) before making a dash for the finish line. Throwing in a few out of control donuts won't get you very far though, because, if a barrel is clipped or knocked over, a three second penalty is added to the time. Also, if any part of your car is deemed to have left the marked track, it means a zero-score for the run, and with each lane only 14m wide – just enough for a locked turn – it's more than tight enough to keep things exciting. Just to give you an idea of the times being set by the series front-runners, clean runs of approximately 19 seconds are regularly being made, which makes each race short, sharp and intense.

After open practice (which lasts approximately four hours), five qualifying runs are made by each driver and the fastest 16 of each class will then enter into a head-to-head knockout-style tournament. If a driver is knocked out, then they're eliminated from the tournament. All qualifying times and championship points will be submitted to the online leaderboard, so drivers and fans can check performance and time statistics. A quick look back at the last season has seen the closest racing yet, with the average times dropping into the 20 second bracket, and one second separating the top 10 drivers at each event. In fact, the on-course times at some of the last six championship rounds have been so close that the final results have been decided by reaction times off the lights!



## WHERE DO THE EVENTS TAKE PLACE?

This season events are planned to take place at Santa Pod Raceway in Northamptonshire, North Weald Airfield in Essex and Knockhill Racing Circuit in Scotland. This sport is about fun and entertainment for the crowds just as much as it is for the competitors.

## POINTS MEAN PRIZES

Since its first ever event in August 2011, hosted at the legendary Santa Pod, the series has progressed to gain serious momentum and big name sponsors. That doesn't mean big entry fees passed on to the competitors, though. Winning drivers get to take home more than just bragging rights, too. Along with a handmade trophy from Eastcote Customs, there is a £100 cash purse up for grabs – not to mention prizes from series sponsors Shining Monkey, Luke Racing Systems, Pipercross, Samco Sport, Wingman, Monster Energy and Status Error.

## WHAT CAN I COMPETE IN?

The biggest class of entries tend to be RWD, but the FWD cars are not to be ignored. Front-wheel drive cars can be just as fast if driven correctly. Something small like a Toyota Starlet or a Honda Civic would be a great little front-wheel drive car to enter, as well as the usual rear-wheel drive suspects such as MX-5s, 200SXs and Skyline GTS-Ts. The AWD class is quickly becoming the one to join, however, with some of the fastest times ever being set by the growing field of Subarus that are entering.

## WORD FROM THE SPONSOR

SamcoSport is very proud to yet again be official sponsor of FBS for 2015. The sport is an affordable entry into motorsport, concentrates solely on skills and driver technique and has proven to showcase great talent, with big names such as TeamSamco drivers Luke Woodham and Dmitriy Sribnyj having started at this level. We are very much looking forward to seeing what this year brings – *Rhian Cable, SamcoSport.*

## FBS COMPETITOR LUKE WOODHAM

### How did you get into Barrel Sprinting?

I am really good friends with James Gilbert who started the whole event around four years ago. He said he was creating a new type of motorsport competition and asked if I wanted to come down and compete. I've never looked back since. The skills I learnt on the FBS track have helped me compete at the highest levels of Gymkhana in Europe against Vaughn Gitten Jnr and Ken Block.

### What advice would you give to anyone starting out in Barrel Sprinting?

Just have fun, it's not always about the driver with the most power, as we've seen with a couple of all-singing and all-dancing tuner cars being upset by better drivers. It's all about setting up the car for the right amount of power, grip and slip, to get you around the barrels in the fastest time possible. Everyone is really friendly here and the whole event is free from pressure and politics – we all help each other out. I count all the guys I compete with as my friends.

### What are your ambitions for this season?

I'd like to remain somewhere near the top of the leaderboard and now the classes have split I want to be on the podium as often as I can. I have really concentrated on modifying the car with competition in mind in both FBS and Gymkhana competitions.

### What would you say is the ultimate Japanese car to compete in Barrel Sprinting?

Obviously a rear-wheel drive car is better to get you around the barrels in the quickest time, but again it's mainly down to the driver. I've had the same car in all four years of competing, a Nissan 200SX S14. When I started it was pretty much stock but, over the years, with the help of my sponsors, I've made modifications to give me the best possible chance of winning. S15s and rear-wheel drive Skylines are very well suited to the event, too. Something like an MX-5 would also be ideal, especially for a beginner as their combination of low-powered engine, rear-wheel drive and light weight would be a perfect combination for barrel sprinting.







## WHAT DO I NEED TO COMPETE?

You don't have to modify your car to enter but if you do there's no limit on modifications, but if you're going to compete regularly we would recommend the following mods as a base, just to get the best out of your car:

**Coilovers** – Lowering the car will have a real effect on grip, so a cheap set of coilovers can help out loads in FBS.

**Hydro handbrake** – Cables can take a bashing after several runs, so it's probably wise to replace your handbrake with a much more purposeful hydraulic item.

**Cheap race tyres** – There is a fine line between the grip and slip ratio... too much skid and times will be slow – too much grip and your around-barrel time will suffer.

## GET INVOLVED

If you think you've got what it takes then be sure to check out 'Fueltopia Barrel Sprint' on Facebook or head to the series homepage at [www.fueltopiabarrelsprint.com](http://www.fueltopiabarrelsprint.com) where you will also see the latest list of dates and venues.





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# THREE WAYS TO BEAT A MITSUBISHI EVO X

STARTING WITH THREE DIFFERENT CONTENDERS, THE FOURTH PART OF OUR 'BEAT THE TOP 5' SERIES SEES US TARGETING THE MITSUBISHI EVO X'S 0-100MPH-0 TIME, WHILST SPLASHING OUT AS LITTLE AS POSSIBLE

WORDS: GUY BAKER PICS: DAN SHERWOOD

**OUR  
TARGET?**  
TO BEAT THE  
MITSUBISHI EVO X  
TO 100MPH  
AND BACK



**A**rguably the best Evo ever, Mitsubishi's Lancer Evolution X GSR FQ-360 is one serious bit of kit. Packing 354bhp and 363lb ft of torque in factory trim, it also boasts the latest in Mitsubishi's four-wheel drive tech – Super-All-Wheel Control (S-AWC) – delivering monumental grip. And that makes it extremely fast off the line. We're talking 0-100mph in around 10.6 secs, which will take some beating. Add in impressively strong Brembo brakes (with 350mm discs at the front and 330mm discs at the rear) and you can expect to stop your

1560kg Evo X FQ-360 from 100mph in just 4.2 seconds, taking the overall 0-100mph-0 time to just 14.8 seconds. And that's a seriously tough target to beat.

Manufactured from 2008 to 2011, the tenth incarnation of the Evo line adds a touch of refinement compared to its forebears, and is better looking, too. You get a five-speed manual gearbox, 18in alloys, climate control, xenon headlights with adaptive lighting and Bluetooth connectivity as standard, alongside rain sensitive wipers, sat nav and an MP3 auxiliary input. The

original asking price was £37,999 but you can now pick up a decent example for around £20,000 – still a tidy sum, but for a car that can accelerate this rapidly, and stop on a sixpence, it still represents great value for money. But we're looking to spend a whole lot less.

After reviewing numerous different options with some of the UK's top tuning houses, we've come up with three top starting points, and the most cost-effective modifications, to enable you to beat a Mitsubishi Evo X FQ-360 to 100mph and back again.



## CONTENDER NO. 1

# SUBARU WRX STI (BLOB-EYE) (2003 TO 2004)

### SUBARU WRX STI TYPE-UK (2003 TO 2004) SPEC

ENGINE	1994CC
MAX POWER	262BHP AT 6000RPM
MAX TORQUE	253LB FT AT 4000RPM
TRANSMISSION	6-SPEED MANUAL
WEIGHT	1470KG
MAX SPEED	148MPH
0-60MPH	5.2 SECONDS

**OUR  
CHOICE!**

**O**ur first contender will be no surprise to Japanese performance aficionados – Subaru's blob-eye WRX STI has grown in desirability substantially over the last few years, despite the reticence of some towards the car when it was first launched in 2003. It may not be the best-looking Scooby – but it is at least a big improvement over its much maligned bug-eye forebear – but its 2.0-litre turbo motor has proved much more reliable than the later 2.5-litre STi units when tuned to produce greater power. And that demand has driven up prices for the blob-eye to around £7500 – for a well-tended example.

Replaced in 2005 with the 2.5-litre hawk-eye model, the blob-eyed STi boasts plenty of STi logos, a red gear-shift light, Brembo four-piston front and two-piston rear brakes, a larger bonnet scoop, STi-badged

foglight covers and the obligatory driver controlled centre differential (DCCD) system which works in conjunction with the anti-lock brake system.

When new, many enthusiasts shied away from the new front-end styling, feeling it was still not a truly acceptable face for the legendary moniker – although Subaru did seem to nail the Impreza's mug with the still-desirable hawk-eye version a few years later. Even so, the reception for Subaru's blob-eyed Prodrive-modified £29,995 WR1 in 2004 was much better. Produced to celebrate Subaru's victory in the 2003 WRC drivers' championship – it packed 316bhp from 5800 revs, with 310lb ft of torque and a lightning 0-60mph time of just 4.25 seconds. This showcased the blob-eyed Scooby's tuning potential, which other tuners rapidly set out to exploit.

### SUBARU WRX STI (2003 TO 2004) BUYING TIPS

- ONLY CONSIDER A CAR THAT LOOKS IN PRIME CONDITION AND THAT SPORTS A COMPLETE SERVICE HISTORY
- IF YOU'RE BUYING A JDM IMPORT THEN STICK TO BIMTA-APPROVED DEALERS AND LOOK OUT FOR ANY SIGNS OF ACCIDENT DAMAGE OR RUST
- LISTEN FOR ANY KNOCKING COMING FROM THE ENGINE WHICH COULD INDICATE SERIOUS DAMAGE. A STANDARD TURBO SHOULD RUN QUIETLY
- WATCH OUT FOR OIL LEAKS, A FLUCTUATING IDLE, JUMPY THROTTLE RESPONSE AND RATTLING HEAT SHIELDS. AND ASK IF THE OWNER HAS DECATED THE EXHAUST
- A CRUNCHING GEARBOX OR A JUDDERING CLUTCH SHOULD SET ALARM BELLS RINGING AND LISTEN OUT FOR ANY UNTOWARD NOISES FROM THE DIFFS
- STI BUSHES DO WEAR OUT QUITE QUICKLY, WITH ANTI ROLL-BAR BUSHES AND STRUT TOP-MOUNT BUSHES TWO OF THE MOST FREQUENT CULPRITS. REAR SHOCKS CAN ALSO FAIL PREMATURELY
- IT'S WORTH UPGRADING THE BRAKE LINES AND FLUID THOUGH, AND BEAR IN MIND THAT THE REAR BRAKES CAN SEIZE IF YOUR STI IS LEFT STANDING AROUND FOR ANY PERIOD OF TIME

### COST TO BEAT A MITSUBISHI EVO X

TYPICAL COST TO BUY: £7,495 (2003 WRX STI, 86K MILES)

ESTIMATED COST OF MODIFICATIONS: £4000

TOTAL COST TO BEAT A MITSUBISHI EVO X FQ-360: £11,495





**USEFUL CONTACTS**  
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## TURBO TIME

The blob-eye is ripe for further tuning, as Chesterfield-based ScoobyClinic told us: 'The blob-eye STi already has a strong bottom end, heads and a very strong six-speed 'box, making it ideal for tuning. We have run many of these engines from stock in racecars with huge success, but with an FMIC, an SC46 billet turbo and injectors, plus a better ECU, you'll easily have 400bhp on tap.' And that, along with a

decent brake upgrade, should easily be sufficient to see you beat an Evo X FQ-360 to 100mph and back.

And despite the extra power there's no need to fear for the transmission – the gearbox is built to last and featured unmodified in Pro-R's 620bhp 2011-season Time Attack championship STi.

As mentioned previously, demand for good blob-eyes is rising, so you'll need to spend

around £7500 to ensure you're starting with a good car. Chances are it'll already have a sports exhaust, so after that you'll need an FMIC with associated piping, a Walbro uprated fuel pump, that SC46 billet turbo, uprated injectors and an Ecutek ECU remap to finish the engine work. Making sure the mapper is experienced with the blob-eye STi comes highly recommended. You can then turn your attention to the

braking, with some uprated pads probably all that's needed but you could reduce the stopping time with a big brake conversion from the likes of TarOx or Alcon, although the cost will shoot up dramatically. If choosing a simple pad swap, expect to spend at least £4000 for these modifications, which will take your total spend (to buy and modify) to around £11,500 – little more than half the price of an Evo X FQ-360.



## CONTENDER NO. 2

# TOYOTA CELICA GT4 ST205 (1994-1999)

### TOYOTA CELICA GT4 ST205 SPEC

ENGINE 1998CC  
MAX POWER 239BHP AT 6000RPM  
MAX TORQUE 224LB FT AT 3600RPM  
TRANSMISSION 5-SPEED MANUAL  
WEIGHT 1400KG  
MAX SPEED 153MPH  
0-60MPH 5.9 SECONDS



Our second contender comes from the same rally-rep stable, but is a little older – and a little cheaper to buy. Once priced at a lofty £29,235, you can now pick up a jaded Celica GT4 ST205 for as little as £4000. And even concours examples are currently only £9000 – but prices for the best cars are starting to rise now. For this tuning challenge reliability is essential, so we'd recommend spending perhaps £6500 on a cherished example that will last, rather than just buying the cheapest example you can find.

Sadly the 1994 £29,235 asking price for a road-going ST205 version put the model out of reach of most UK buyers, with slow UK sales quickly leading to the cessation of official imports in December 1996. However, the Japanese

model happily continued in production until 1999, with a minor facelift in December 1997.

The ST205's four-cylinder 16-valve 3S-GTE engine boasts twin overhead camshafts, an aluminium head and an 8.5:1 compression ratio, plus a twin-entry turbo with a charge-cooler – rather than an air-to-air intercooler. Power output was 239bhp for UK cars with Japanese models producing 255bhp, and at 1400kg a factory ST205 will hit sixty in 5.9 seconds.

A five-speed manual coupe, the permanent four-wheel drive system had a viscous centre coupling plus a torque-sensing rear differential, whilst Toyota shoe-horned the braking system from their Supra Twin Turbo under the wheels to deliver adequate stopping power for this challenge.

### TOYOTA CELICA GT4 ST205 BUYING TIPS

- YOUR ST205 MUST POSSESS A FULL SERVICE HISTORY SHOWING OIL CHANGES EVERY 4.5K-MILES, NEW SPARK PLUGS EVERY TWO YEARS AND A NEW TIMING BELT EVERY FIVE YEARS/60K-MILES
- VALVE CLEARANCES SHOULD BE CHECKED EVERY 54K MILES WITH THE DISTRIBUTOR CAP AND ROTOR ARM CHANGED, TOO
- INSPECT THE RADIATOR FOR HAIRLINE CRACKS, AND CHECK THAT THE HEAD GASKET IS NOT LEAKING. IF THE HEAD GASKET DOES EVENTUALLY GO THEN GET A STEEL ONE PLUS A SET OF ARP STUDS FITTED
- WATCH OUT FOR ANY HESITATION OR FAILURE TO START, ILLUMINATED ENGINE WARNING LIGHTS, AND INSPECT THE CHARGE-COOLER FLUID LEVEL AS IT MUST NEVER BE ALLOWED TO DROP
- SUSPENSION COMPONENTS ARE VERY EXPENSIVE TO REPLACE. FRONT BUSHES, LINKS, SPRINGS AND TRACK-ROD BALL-JOINTS, PLUS REAR DIFF-MOUNTS CAN ALL WEAR OUT
- INSPECT THE BRAKE DISCS FOR ANY CRACKS OR WARPING, AND LISTEN OUT FOR RUMBLING FRONT WHEEL BEARINGS
- BUDGET AROUND £900 FOR A REPLACEMENT CLUTCH, IF WORN. A SLOPPY GEAR-CHANGE CAN BE CAUSED BY WORN BUSHES IN THE SHIFTER CABLES CONNECTING THE STICK AND GEARBOX

**COST TO BEAT A MITSUBISHI EVO X**  
TYPICAL COST TO BUY: £6,495 (1997 CELICA GT4, 55K MILES)  
ESTIMATED COST OF MODIFICATIONS: £6,000  
TOTAL COST TO BEAT A MITSUBISHI EVO X FQ-360 £12,500





USEFUL CONTACTS  
 • [WWW.GT40C.NET](http://WWW.GT40C.NET)  
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 • [WWW.TUNINGDEVELOPMENTS.CO.UK](http://WWW.TUNINGDEVELOPMENTS.CO.UK)

## GET INSIDE

Don't worry about the standard car's 5.9-second nought to sixty time, unlike the Evo X the ST205 is geared for higher speeds. But 1400kg still means you will need quite a lot more power from the engine – the Celica's impressive standard brakes certainly help in this challenge, but around 400bhp would be required to beat the FQ-360's overall 14.8-second 0-100mph-0 time. And that does mean some forged internal engine components are

needed. Received wisdom is that you can't safely go beyond 340bhp without them.

'The ST205's robust four-cylinder 3S-GTE engine is the daddy,' claims Tony at Fensport. 'With no real issues in tuning you can simply add a fuel pump, injectors, a sports exhaust, an induction kit, a boost controller (set to 1.1 bar) and a hybrid turbo, and you'll be good for up to 340bhp. But above this you do need to go internal.'

And for 400bhp you'll need a shopping list looking something like this: a custom piston kit with rings and pins, an Eagle forged conrod kit with ARP 2000 bolts, an uprated metal head gasket, ARP head stud kit and main stud kit, a Toyota full gasket kit, an uprated oil pump, an OEM water pump kit, cambelt and idler pulleys and ACL main and big-end bearings. Not to mention plenty of machining and polishing of the original bottom

end and cylinder head. Phew! Quite a list then but, with a properly mapped MoTeC ECU and an FMIC, your ST205 will now be pumping out a reliable 400bhp+.

The cost? All in, with the ECU fitted and mapped, you're looking at £6000. Not a small sum, but the overall cost (to buy a starter car and do all the modifications) is still only £12,500 – and that's assuming you spend top dollar on a mint example.



# CONTENDER NO. 3

# HONDA S2000

## (1999 TO 2009)

### HONDA S2000 UK SPEC

ENGINE	1997CC
MAX POWER	237BHP AT 8300RPM
MAX TORQUE	153LB FT AT 7500RPM
TRANSMISSION	6-SPEED MANUAL
WEIGHT	1260KG
MAX SPEED	150MPH
0-62MPH	6.2 SECONDS



**A** hardcore rear-wheel drive roadster might not seem like the wisest starting point for this challenge. But with good examples changing hands for just £7000, and a tried-and-tested forced induction route to 400bhp available, the 1260kg Honda becomes a serious contender.

Launched in 1999 the S2000's 237bhp VTEC engine screams right up to 9000rpm, and can propel the motorsport-derived Honda to 150mph and past 62mph in a respectable 6.2 seconds. Add a supercharger and this time falls dramatically. And the rest of the package looks the part too – digital instrumentation, a super-stiff chassis, a limited-slip rear differential, an accomplished double wishbone suspension and a push-button starter. Bespoke engine internals –

good for 400bhp – include forged aluminium pistons, lightweight valve springs, hollow camshafts and lightweight rocker arms. Revisions in late 2001 came with a heated glass rear screen for the hood, new diamond-cut alloys and, from 2002, the AP1 GT UK model came with a detachable body-coloured aluminium hardtop, a stand and a protective cover.

A second-generation AP2 version followed in 2004 with further improvements to the suspension, steering and body shell, whilst JDM cars had a different compression ratio and revised ECU map producing marginally more power. Production ran until 2009, finishing with 100 Grand Prix White 'Edition 100' roadsters, complete with removable hard tops, red leather interiors and numbered plaques.

### HONDA S2000 BUYING TIPS

- REGULAR 9000-MILE SERVICES ARE ESSENTIAL, WITH OCCASIONAL OIL TOP-UPS NEEDED. STEER CLEAR OF ANY CARS THAT STALL, HAVE A HESITANT THROTTLE OR A LUMPY IDLE
- LOOK OUT FOR CONDENSATION IN THE HEADLAMPS AND ANY SIGNS OF RUST – ESPECIALLY ON IMPORTS
- CHECK THAT THE BOOT OPERATES PROPERLY WITH THE KEY FOB – SOME HAVE FAILED. AND POWER STEERING PUMPS CAN ALSO NEED REPLACING
- SECOND AND THIRD GEAR CHANGES CAN BE NOTCHY WHEN COLD, BUT ANY PROBLEMS SELECTING REVERSE WHEN HOT SHOULD SET ALARM BELLS RINGING
- CHECK FOR CLUTCH WEAR AND IF THE REAR DIFF IS NOISY GET IT INSPECTED BEFORE AGREEING ANY DEAL. EXHAUST MANIFOLDS CAN WORK LOOSE
- CHECK THE CONDITION OF THE SOFT-TOP – PLASTIC REAR SCREENS ON EARLY MODELS ARE EXPENSIVE TO REPLACE
- UPPER AND LOWER WISHBONE BUSHES PERISH. YOU MAY NEED TO REPLACE THE WHOLE WISHBONE ASSEMBLY, AT SIGNIFICANT COST

**COST TO BEAT A MITSUBISHI EVO X**  
**TYPICAL COST TO BUY: £7,495 (2001 S2000, 85K MILES)**  
**ESTIMATED COST OF MODIFICATIONS: £7,500**  
**TOTAL COST TO BEAT A MITSUBISHI EVO X FQ-360: £15,000**



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## SUPERCHARGING

The S2000's F20C motor is so highly tuned from the factory that there is limited scope for increasing power significantly without going down the turbocharged or supercharged route. A turbocharger does offer the prospect of greater mid-range torque and greater power, but is trickier to map – and more expensive. You'd also need an uprated clutch to withstand greater torque and there are fewer off-the-shelf solutions.

As a result supercharging is

the more popular choice in the UK, as S2000 expert Richard Albans of TTS Performance explains: 'The S2000 is renowned for its driveability and free revving nature. The supercharger retains this character, with instant throttle response at any rpm and a never-ending pull of acceleration that just gets progressively stronger right to the redline. It really complements what Honda has created.'

So what would you need?

Start by improving the S2000's breathing, with something like a J's Racing header and a cat-back exhaust system – preferably with a high-flow sports cat. Then add a bigger throttle body and a Rotrex supercharger. A C30-94 or a C38-81 would fit the bill perfectly. Richard Albans also recommends fitting RC 750cc injectors and a Walbro 255l/h fuel pump, plus a front-mounted intercooler – ideally with an oil-cooler and a carbon-fibre

radiator cooling panel fitted.

TTS Performance actually produces a 400bhp Supersport kit that's ideal for this challenge, which can be fitted and mapped for £5880. You would, however, also need an uprated clutch for around £850 and a suitable ECU – like an AEM, or a Flash-pro. For this challenge there's no need to upgrade the brakes though, so for an outlay of around £7500 your S2000 would be transformed into a truly-exclusive Evo-beater.



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# JAPSTUFF

**BRINGING YOU THE HOTTEST NEW PRODUCTS ON THE JAPANESE TUNING SCENE**

Every month we bring you the latest and greatest products on the Japanese tuning scene. We always showcase a 'Red Hot' product at the front of the section and also highlight the 'must-have'

products at either end of the budgetary scale.

This way you can decide whether to save your pennies to afford the 'Big Spender' or simply splash a little spare

pocket change on the more affordable 'Chump Change' product. We hope you enjoy the section but, as usual, if there's anything you think we can do better, then please let us know. Until then... enjoy!

## PFITZNER SIX-SPEED SEQUENTIAL GEAR SYSTEM FOR SUBARU WRX STI

Pfitzer Performance Gearboxes has developed a high-performance, six-speed sequential, dog-engagement gear system for Subaru WRX STI models that are fitted with an OEM six-speed gearbox. The system is the result of a collaboration with Rocket Rally Racing (Subaru Canada), and it has been designed to cope with the demands of race, rally, sprint and hillclimb, adhering to regulations for Open class, North American rallies, World Time Attack and a range of domestic competitions. With a speed of operation and low friction levels usually only found in higher levels of motorsports, PPG's sequential systems integrate with modern ECUs to provide closed loop strategies that are capable of delivering sub-70ms gear shifts in conjunction with a state of the art GILL- Blade 360° rotary sensor (GILL supplies sensors to F1 teams and the Bloodhound world land speed record squad). This presents a unique advantage over systems offered by other gearbox manufacturers, optimising the shift phase to allow for the return of power through the transmission as soon as the dog is pre-engaged. Shot-peened steel billet forks and gears, a billet shift lever assembly and mount, precision engineered straight-cut tooth profiles and an ability to drop straight into an OEM gearbox casing makes this system an exciting prospect for race-ready Subaru owners, while a T606 billet aluminium H-section gear stick and an LED display keep drivers firmly in touch with their trick transmissions. Visit the PPG website for the full technical specification.

**Price:** £10,500 (load cell and display attract additional £500)

**Contact:** [www.ppgearbox.com.au](http://www.ppgearbox.com.au) or call 07715 110462

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PRICE: £29.99 (AVAILABLE TO BUY IN THE UK AT HALFORDS AND ARGOS STORES)  
CONTACT: [WWW.RIMBLADES.COM](http://WWW.RIMBLADES.COM) OR CALL 01823 432144

## ARP HEAD STUD KIT FOR TOYOTA F-SERIES ENGINE

The world leader in automotive fastener technology, ARP, has just released a Pro Series head stud kit for Toyota's mighty inline-six F-Series engine (hello to all you Land Cruiser owners out there!). Comprising fifteen head studs, a matching number of parallel ground washers, chromoly steel hex nuts, and shipped with a pack of ARP Ultra-Torque assembly lubricant, the kit is intended to encourage vastly improved reliability and increased cylinder head strength during engine operation. All studs are centreless ground and heat-treated prior to thread rolling and machining, and each is rated at 200,000psi tensile strength. Visit [www.arp-bolts.com](http://www.arp-bolts.com) for further information.

Price: £183.83 (part number 203-4001)  
Contact: [www.part-box.com](http://www.part-box.com) or call 0121 557 2707



## CARBON GOODIES NISSAN R35 CENTRE CONSOLE COVER

Carbon-fibre decoration has become a must-have update for a huge number of performance car pilots. Sometimes, the lightweight weave is applied in the hope of reducing the bulk of a motor, particularly when it comes to competition motorsport, but there's nothing wrong with applying cool carbon components simply to enhance the appearance of your four-wheeled friend. Based in Sheffield, Carbon Goodies has become a market leader in the production of stylish carbon accessories, and it has just announced the launch of its Nissan R35 centre console cover. Fitment is quick and easy thanks to pre-installed 3M tape, and each carefully shaped panel is formed from 2x2 twill carbon-fibre cloth with a resin infusion. Carbon Goodies has recently



produced a stack of other parts suitable for the R35, all of which can be viewed and purchased direct at the firm's website.

Price: £275  
Contact:

[www.carbongoodies.co.uk](http://www.carbongoodies.co.uk) or call 01226 764161



## MOMO SK50 GEAR KNOBS

MOMO has been leading the charge in the field of ergonomic gear knob, steering wheel and racewear production for over half a century, and we're sure that it will come as no surprise to hear that the Italian outfit's range of SK50 alloy gear knobs makes good use of a typically sophisticated design. A choice of anodised finishes (black, red, anthracite or silver) assists with in-car colour-coding, while the knob itself features a slim profile that has been machined from billet aluminium to ensure longevity. Each tidy transmission-topper is emblazoned with the iconic MOMO logo, and an additional stamp can be seen at the gear knob's base. If you're looking to introduce a race-inspired look to the cabin of your super street car, then an SK50 is a very good starting point.

Price: £59.99

Contact: [www.momo-uk.co.uk](http://www.momo-uk.co.uk) or call 01268 764411





## SPECIAL PRICE! THE SCRATCH DOCTOR HEADLIGHT RESTORER AND CLEANER KIT

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PRICE: £9.95

CONTACT: [WWW.THESCRATCHDOCTOR.CO.UK](http://WWW.THESCRATCHDOCTOR.CO.UK) OR CALL 0151 228 9152

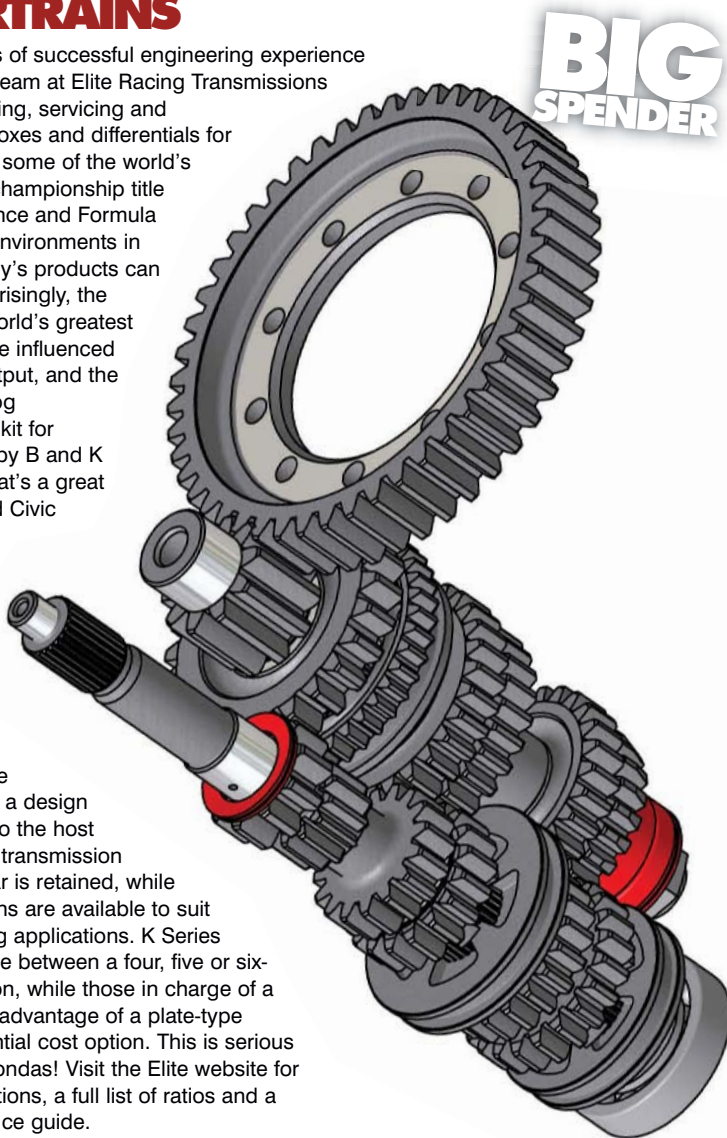


## ELITE RACING TRANSMISSIONS H-PATTERN DOG ENGAGEMENT GEAR KITS FOR HONDA B AND K SERIES POWERTRAINS

With over 25-years of successful engineering experience behind them, the team at Elite Racing Transmissions is constantly building, servicing and maintaining gearboxes and differentials for cars competing in some of the world's most prestigious championship title races (GT Endurance and Formula One are just two environments in which the company's products can be found). Unsurprisingly, the demands of the world's greatest racing circuits have influenced much of Elite's output, and the firm's H-pattern dog engagement gear kit for Hondas powered by B and K Series engines (that's a great many Integras and Civic Type-Rs) is no exception to this rule. New final drive, gears, an input shaft and hubs are supplied in each kit, and hassle-free installation is made possible thanks to a design that fits directly into the host Honda's standard transmission case. Reverse gear is retained, while various ratio options are available to suit rally, circuit or drag applications. K Series owners can choose between a four, five or six-speed configuration, while those in charge of a B Series can take advantage of a plate-type limited-slip differential cost option. This is serious stuff for serious Hondas! Visit the Elite website for installation instructions, a full list of ratios and a comprehensive price guide.

Price: £3594

Contact: [www.eliteracingtransmissions.com](http://www.eliteracingtransmissions.com) or call 01782 280136



## ROOSE MOTORSPORT EVO VII/VIII/IX SILICONE BOOST HOSE KIT

From its factory in the heart of Lincolnshire, performance parts manufacturer, Roose Motorsport has spent the past decade furnishing some of the world's fastest cars with its custom equipment. The Roose name has since become synonymous with quality silicone hose kits, and Mitsubishi Lancer Evolution owners are well served when it comes to littering their engine bays with this popular pipework. As if to prove the point, we're delighted to present a Roose boost hose kit suitable for Evos VII, VIII and IX. Six hoses are included, and eleven different colours are available to choose from (shades ranging from matt black to shocking pink!). Each hose is constructed from four-ply Nomex fabric-reinforced silicone with a wall thickness of 6mm. Furthermore, a huge temperature tolerance of up to 260°C makes this an ideal upgrade for Evos packing large turbochargers. Matching ancillary, cooling and power steering pipework is also available to buy, and all hoses can be supplied with stainless fitting clips.

Price: From £159 (some colour options attract an additional cost)

Contact: [www.roosemotorsport.co.uk](http://www.roosemotorsport.co.uk) or call 01522 682646







## LAZER LAMPS LONG RANGE LED LAMPS

Stringent testing in the harshest of driving environments is just one of the ways that the world's leading automotive equipment manufacturers ensure that their products are fit for purpose before Joe Public gets a chance to lay his mitts on 'em. Unsurprisingly, Lazer Lamps has been doing just that with its prototype long range LED lamps! Star rally driver, Juha Salo, noted that his Evo IX had been equipped with them during the recent Arctic Lapland Rally, and feedback from this real-world testing has demonstrated that the units are incredibly effective in all weather conditions. Moreover, they provide vastly increased performance when compared to HID lighting, and the lamp optics are designed to offer a far-reaching spread of illumination that pierces through darkness while remaining comfortable to driver eyes. A full aluminium enclosure, a breather membrane and electronic thermal management are just some of the key characteristics of these awesome lamps, and Lazer Lamps hopes to have launched the production versions for sale by the time that we go to press.

**Price:** TBC

**Contact:** [www.lazerlamps.com](http://www.lazerlamps.com) or call 0208 275 5189



## DEMON TWEEDS 'HANGAIR' POWER DRYER FOR RACE SUITS

Drivers that spend a great deal of time at the track often find themselves strapped into their race suits for lengthy periods of time. Moisture caused by perspiration and damp weather conditions can cause this essential safety equipment to develop bad odours, and nobody wants to stand around in a sodden outfit that reeks! Thankfully, Demon Tweeds has the solution in the form of its 'Hangair' power dryer. Featuring an integrated waterproof fan, the unit will dry and ventilate suits of all kinds, leaving you to enjoy the comfort of a freshly dried race suit as you hop into your car. The fan pushes 120 cubic feet of air per minute, the hanger's stainless steel hook can support 100lbs, and the body of each power dryer is constructed from 100% recycled plastic. A power adapter is supplied with each purchase, and in-car chargers are available at extra cost.

**Price:** £63.54

**Contact:** [www.demon-tweeds.co.uk](http://www.demon-tweeds.co.uk) or call 0844 815 8610



## AUTOBRITE DIRECT 'JUST THE TONIC' GLUE AND TAR REMOVER

'JUST THE TONIC' IS A HYDROCARBON-BASED FORMULA DESIGNED TO REMOVE GLUE, TAR AND ASPHALT FROM MOST HARD AUTOMOTIVE SURFACES. DEVELOPED BY STAFFORDSHIRE CAR CARE COMPANY, AUTOBRITE DIRECT, THIS MEAN, GREEN LIQUID IS FREE OF CHLORINATED SOLVENTS AND METHANOL, AND IT QUALIFIES AS AN ESSENTIAL INGREDIENT IN THE DECONTAMINATION STAGE OF A THOROUGH DETAILING SESSION. IT IS OFFERED IN QUANTITIES RANGING FROM 500ML TO 5-LITRES, AND ITS EXCELLENT CLEANING ACTION IS SAFE TO APPLY TO THE MAJORITY OF PAINTED SURFACES. 'JUST THE TONIC' ALSO DOUBLES UP AS THE PERFECT PRODUCT TO USE WHEN ATTEMPTING TO REMOVE FACTORY BADGES AND STICKERS FROM CAR BODY PANELS, WITH STUBBORN ADHESIVE SOFTENING AS SOON AS IT COMES INTO CONTACT WITH THIS SUPERB SPRAY-ON SOLUTION.

**PRICE:** £10 FOR 500ML, £16 FOR A SINGLE LITRE, £28 FOR 5-LITRES

**CONTACT:** [WWW.AUTOBRITEDIRECT.CO.UK](http://WWW.AUTOBRITEDIRECT.CO.UK) OR CALL 01782 623819



## SUBARU SEAT COVERS

Subaru UK has released details of a selection of tailored seat covers aimed at its current generation of SUVs, coupes and saloons. Offering long-term durability, a generous level of comfort and the power to withstand the rigours of workshop and off-road life, these cool covers are completely impervious to liquid. Yes, you read that correctly – no need to worry about oil, paint, mud, food or drink spillages ruining your car's pristine upholstery. Heck, you can leave them in situ if you like them enough to want them as a permanent fixture in your Subaru's cabin! This is a choice made possible by covers that have been designed to accommodate factory-fitted side-airbag systems; a large gap in the front covers allows airbag deployment without impairment. Available to buy individually or as a full set, these cracking seat protectors are a sound investment for Subarus that see plenty of action!

**Price:** Driver's seat cover £33, rear seat cover £60

**Contact:** [www.subaru.co.uk](http://www.subaru.co.uk)





# Japanese Car Insurance

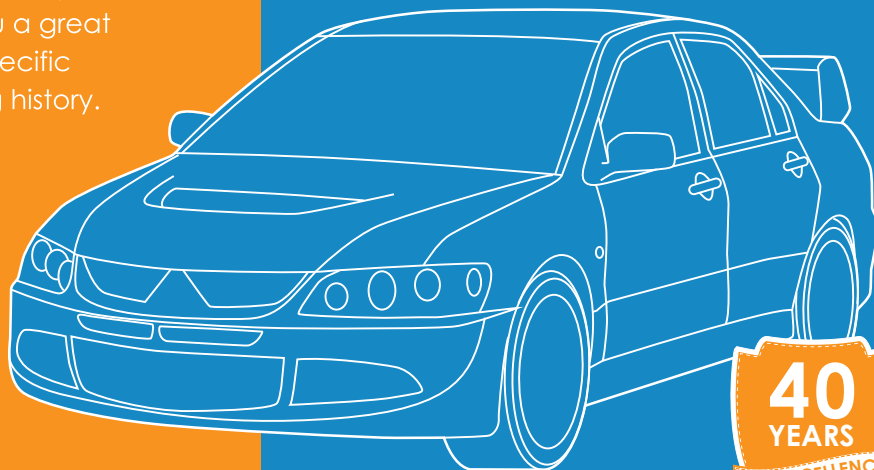
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## PROJECT ROTARY

# THEY SEE ME ROLLIN'

WITH PROJECT ROTARY'S SUSPENSION AND BRAKES SORTED, IT WAS TIME TO MOVE ON TO THE ROLLING STOCK, WHICH HAS BEEN ADDRESSED WITH A SET OF LIGHTWEIGHT ROTA MXR ALLOYS AND SOME GRIPPY YOKOHAMA ADVAN AD08 TYRES



When it comes to tuning a car, whatever make or model it may be, one of the most important modifications to make is to the rolling stock – after all, without wheels, a car is going nowhere, no matter what level of tuning lies under the bonnet. But aside from physically allowing the car to move, your choice of wheels and tyres also has a major effect on how the car looks and, more importantly, how it performs. The RX-8 comes with a fairly decent setup from the factory – the 8x18in fat five-spokes are not bad to look at and are actually not that heavy for their size, however, as with everything in the tuning world, they can also be improved upon. Step forward Rarerims, with their Rota MXR range of dished one piece wheels.

The MXR is a take on a traditional motorsport-inspired 'mesh' design that comes with a nice slice of lip which gets larger the wider you go. Unlike many of the ever growing number of followers of the 'fitment' movement, the MXR is no zero offset arch buster, and is instead designed with much higher offsets in mind to allow drivers the option of a suitably wide wheel for maximum rubber contact without the need for extensive arch mods. This means they fit the RX-8 perfectly, with no hint of scrubbing, even though at a girthy 9x18in size they are an inch wider than stock. The '8 is still currently at a slightly higher than ideal ride height on the Ohlins coilovers, so we'll have to wait and see how the wheels look and fit once we have dialled the ride height down a bit and everything has settled. We'd like to get the wheels as flush as possible with the arch, without any annoying rubbing, but we may just have to have a play around once everything is complete and all the alignment





and geometry settings have been finalised. But while they fit well and look good in their steel grey finish, they are also lighter than standard, meaning a reduction in unsprung weight which equates to improved acceleration, braking and cornering – so a pretty big bonus all round, really. But all these benefits count for nothing if the wheels can't grip the Tarmac, which is why specifying the best rubber you can afford is always a wise choice. You see, tyres aren't just random black hoops that fit round your

spangly new rims, they are the sole piece of equipment that is connecting your car to the road so are of utmost importance. To this end, we have opted for a set of Yokohama's awesome Advan AD08s. The AD08 is developed for high performance road and track use and has steel sidewall inserts to reduce flex. This means that under hard cornering the tyre rolls less, giving more precise steering feel and less understeer. The compound and tread pattern have been developed to work on both the road and track in

both wet and dry conditions, meaning that no matter what the weather throws at the RX-8 the tyres should be up to the job. This added grip allows the brakes to be more effective at slowing the car before wheel lock up, the suspension to be more efficient as it isn't over-compensating for tyre flex and also more of the engine's power to be transmitted to the road for maximum acceleration. They are certainly not the cheapest hoops of rubber at just over £200 per corner, but they are definitely amongst the best.

#### CONTACTS

##### Group B Motorsport

[www.silverstoneautosport.co.uk](http://www.silverstoneautosport.co.uk)  
01244 822327

##### Rare Rims

01363 777007  
[www.rarerims.co.uk](http://www.rarerims.co.uk)

##### Yokohama

[www.yokohama.co.uk](http://www.yokohama.co.uk)

#### PRICES:

9x18in Rota MXR wheels in steel grey – £920  
225/45/18 Yokohama Advan AD08 tyres (front) – £203 each  
245/45/18 Yokohama Advan AD08 tyres (rear) – £204 each



THE 9X18IN ROTA MXRS FIT OVER THE NEW TAROX SIX-POD BIG BRAKE KIT PERFECTLY





## PROJECT WHITE STUFF SERVICE... WITH A SMILE

PAUL COWLAND'S UPDATE ON PROJECT WHITE STUFF DOESN'T TICK ALL THAT MANY EXCITING BOXES, IF WE'RE HONEST, BUT IT IS A REALLY GOOD IDEA ON A CAR THAT'S BEEN KICKED FROM HERE TO NEXT WEEK AND BACK...

As anyone who has ever played Gran Turismo will know, there comes a part in the game where you get to buy all sorts of ace random used motors, before whipping them into the garage for a good once over, prior to you beginning to flex your virtual tuning stick in anger. Chances are, especially with most heavily-thrashed JDM-spec gems in the game, when you go to do an oil change, the digitally-

created sight glass on the right of the screen shows a thick, black treacle where the golden, life-preserving oil should be. I had a funny feeling that the insides of the Subaru UK Project STI might look somewhat similar, so I decided to do something about it...

In case you missed the first couple of articles, this car has come to be in my current custody after a hard, but

rewarding life as Subaru UK's trackday weapon and charity fund raiser. Having been drifted around every iconic circuit from Silverstone to Snetterton – usually whilst bouncing off both the lockstops and rev-limiter simultaneously – this is one engine that would probably benefit from an oil change more than most. And besides, I wanted to see if draining the oil lube out would make the same

satisfying glugging sounds as it does in the game...

Although I am the veteran of many Subaru oil changes personally, I did feel it might be somewhat easier to leave it to the professionals, particularly as I was down visiting my old mate Iain Litchfield to feature one of his many mental GT-R conversions. These days, of course, you're just as likely to trip over a Veyron, an R8 or a 456 as you are a Nissan, should you choose to pay a visit to the firm's vast and clinical premises, but the company still stays in touch with its roots – and as one of the finest Subaru specialists in the UK, it did seem rather silly



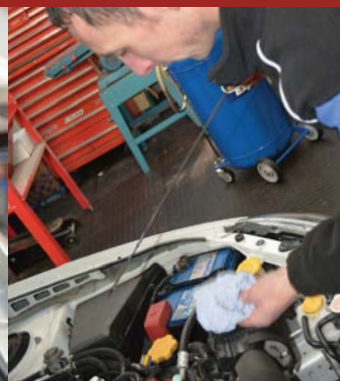
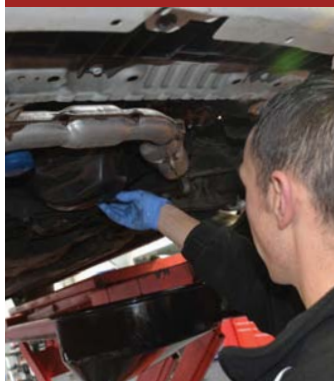
THE STI'S MOTOR HAS LED A HARD LIFE SO WAS TREATED TO A SERVICE







**LITCHFIELD'S EXPERIENCED TECHNICIANS GAVE PROJECT STI A THOROUGH CHECK UP ONCE UP ON THEIR RAMPS – THE VERDICT WAS GOOD**



not to ask them to drop the oil on the old girl while I was there, allowing me to run in and out of the workshop between shooting and scribing to grab a few shots of the action.

Litchfield recommends Motul lubricants for Subaru, which isn't surprising really – so do most of Subaru's competition divisions! For those looking to replicate this excellence in your own engine, the proven spec that they use is the 5w30 'Sport' stuff, which being 100% synthetic, and totally ester based, is slipperier than a drunken eel and adept at handling heat and horsepower – proven by the fact that Litchfield

has used this oil in many of its own customer builds over the years.

While the car was getting its blood transfusion, I asked them to check out how she was looking underneath. Pretty good, was the answer to that, but also surprisingly standard, with all of the bushes, the anti-roll bars and most of the exhaust looking decidedly OEM under there. A close squint at the Alcon stoppers and original tyres made me realise that I really only have a few weeks or miles of these left, as both are getting perilously close to their wear indicators, meaning I had better put some budget and

time aside to get those sorted. Having seen the oil that came out of the STI, I was very glad that I had made this impromptu pit stop, however. Take a look for yourself! It looks like crude!

With the old oil out, a brand new filter (pre-filled, of course) screwed on, and a sump full of the good stuff happily circulating around the bearings and galleries, I was soon back on the road and sampling the clearly happier – and marginally quieter – engine! You may not get the power increase that you get in Gran Turismo by simply changing your oil, but it's quite clear that the car is just as happy!

A massive thanks to Team

Litchfield for squeezing in my last minute request, of course, and great to see a Subaru on their ramps amongst the six-figure exotica and rows of telephone-number Nissans. If you're anywhere near them, or even if you're not, they're still some of the safest pairs of hands in the business on a flat four.

Right. One happy motor. One fully stamped service book. Let's get back on with the modding! Until next time!

### THANKS & CONTACTS

**Litchfield**  
[www.litchfieldmotors.co.uk](http://www.litchfieldmotors.co.uk)  
 01684 850 999



**PROJECT STI'S UNDERSIDE WAS IN SURPRISINGLY GOOD CONDITION**







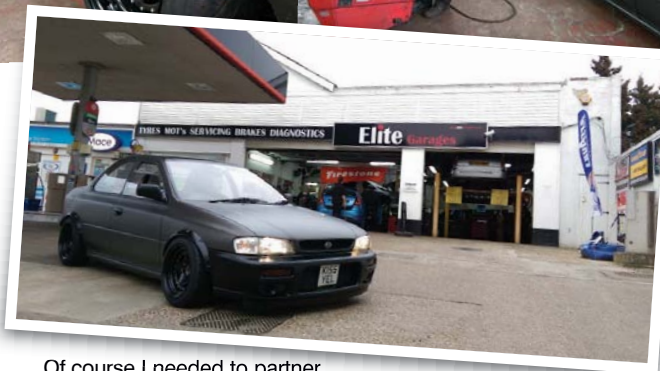
## PROJECT WRX NEW SHOES

The show season is upon us, and I thought the Impreza needed a change in appearance. And nothing changes the look of a car more than a new set of wheels.

I wanted to go for the race look, with smaller wheels and a higher profile road legal slick tyre. I have always wanted a set of Extreme Offset's steel wheels on the car – this is the second set I've had, but the first ones, with an offset of -20, just didn't work out. Now with a more suitable ET0 offset I've managed

to get them on. I had to leave the 20mm Eibach spacers on the front for them to fit over the calipers, which I will try to reduce as they protrude a little too much. I also want to space out the rear wheels slightly to get them level, but that will come in time.

The 8x15in 5SPs needed some pretty trick rubber to finish the look, so I opted for Avon Motorsport's ZZR, developed to be the fastest dry weather, track orientated, road legal, E-marked race tyre in the world.



Of course I needed to partner up the 195/50/15 tyres with the wheels, so headed to our local Elite Garages. They always take great care of the wheels so I always trust them to do the best job possible.

With the wheels fitted I think the overall look and feel of the car is spot on. I love it, and hopefully the showgoers will, too. – Joel

### CONTACTS

#### Avon Tyres

[www.avon-tyres.co.uk](http://www.avon-tyres.co.uk)

#### Extreme Offset Wheels

[www.extremeoffsetwheels.com](http://www.extremeoffsetwheels.com)

#### Keith Michaels Insurance

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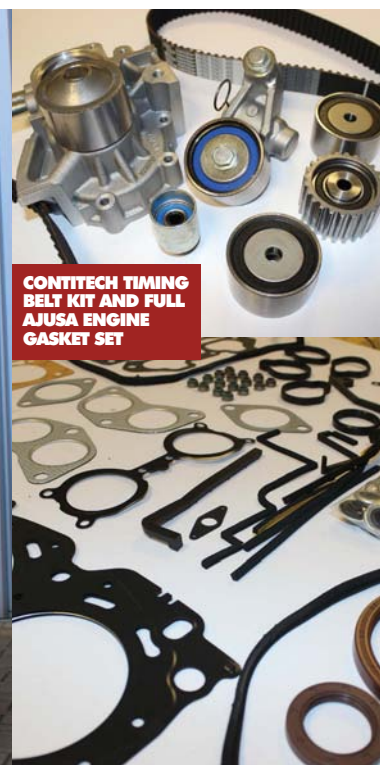
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**CONTITECH TIMING BELT KIT AND FULL AJUSA ENGINE GASKET SET**

## PROJECT WRX XTREME!

A FULL ENGINE GASKET SET, TIMING BELT KIT AND AN XTREME CLUTCH... WE MUST BE GETTING CLOSE!

Slowly but surely, I'm making progress. The engine gasket set has been delivered, so the engine can start going back

together. It's a full set of Ajusa gaskets, and every single gasket you could want is included – trust me, I checked them all! They

came from CRP Automotive along with a Contitech timing belt kit, which includes the water pump.

I have also got hold of an Xtreme single-plate organic clutch from Jap Performance Parts. This is a 'must-do' while the engine is out as you may as well fit a decent clutch now – you don't want to have to go back a few months later to fit one because you burned the old one out. These single-plate clutches are

easily good enough for the sort of power I am looking to achieve, but if you're looking for a clutch to support 500bhp plus, Xtreme has a range to suit.

Next month I hope to get back on the engine rebuild and show some pics of it going back together, although I still need a pair of heads – anyone?

Project Wagon will be an awesome street car and should give me some great

fun, and at least I can fit a tent in the back for the upcoming show season – roll on summer! – Pete

### CONTACTS

**TORQUE DEVELOPMENTS INTERNATIONAL PLC**

0800 107 3250 tdi-plc.com

**JAP PERFORMANCE PARTS**

japperformanceparts.co.uk

01293 520090

Xtreme single plate clutch £372

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**MAZDA RX8 (231)**, 2006, 231bhp, Velocity Red, 6 speed manual, fully loaded, two tone leather interior, 52K miles, service history, MoT Sept 2014, tax Feb 2014, FSH, located Betchworth, £2,550. Tel: 07506 014568. Email: [igbenford@gmail.com](mailto:igbenford@gmail.com) (Surrey). J172/008



**MAZDA RX7 TURBO II**, 1990, 36,000 miles, £4,000. Tel: 07780 991554. Email: [cdsmark@talktalk.net](mailto:cdsmark@talktalk.net) (Staffs). J172/022

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**EVO 7**, 380bhp, engine by Power Engineering, standard car except 380bhp, HKS exhaust and other subtle mods, £5,400. Tel: 07881 335483. Email: [jclewispeng@yahoo.co.uk](mailto:jclewispeng@yahoo.co.uk). J172/012

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**Deadline for inclusion in the June issue is 23rd April (July issue deadline 21st May).**

### ADVERTISEMENT INDEX

Abbey Motorsport	38	D2 (Apex)	39	Keith Michaels	87	Ross Racing Pistons	46
ABP Motorsport	30, 31	EBC Brakes	6	Knight Racer	38	Santa Pod Raceway	54
Adrian Flux	87	EP Racing	46	K-Sport (Apex)	98	Sky Insurance	96
BC Racing (Apex)	2,3	Hardrace (Apex)	99	Mark Richard Insurance	96	Sumo Power	10, 11
BDC (Japspeed)	74	Japfest	70	Mishimoto Automotive	25	Tarox Brakes	55
CobraSport	47	Jap Performance Parts	26	Momentum Motorsport	47	Tegiwa Imports	4
Competition Clutch	17	Japspeed	8	Polybush	54	TGM Sport Racing	62
		K&N Filters	26	Rare Rims	46	TTS Performance	62





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